DAILY, ONE CENT. SUNDAY, THREE CENTS.

"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Possibly showers in the afternoon, brisk south to west winds.

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VOL. XLIX...NO. 15,514. NEW YORK, FRIDAY, SEPTEMBER 29, 1899.—FOURTEEN PAGES. ONE CENT in Greater New York; Elsewhere, and Jersey City. TWO CENTS.

THE NEWS CONDENSED.

Stocks dull.

Cash wheat, No. 2 red, 77½c; cash corn, No. 2 mixed, 40⅝c; cash cotton, 6⅞c.

FOREIGN.—Commandeering, or the mobilization of troops, is proceeding in the Transvaal; 2,000 burghers have assembled in the southeast corner of the republic within a few miles of the Natal border, where, it is said, a juncture is to be effected with the artillery of the Orange Free State, which has been lying in wait for two weeks. The movement of troops to South Africa is being pushed. A British Cabinet council will meet to-day, but it is expected that no definite action will be taken until the Delagoa Bay matter is settled at Lisbon and Berlin. The British claims for damages to property in Samoa from the native uprising and bombardment will aggregate about $35,000. The Greek Government has received information that in the earthquake near Smyrna 1,000 persons were killed, 800 were injured, and 2,000 houses were demolished. It is reported officially that 400 persons were killed by the floods at Darjeeling, in India, besides those drowned on the plains; great havoc was caused at Kurseong and other places. The Methodists, whose schools were destroyed, are American missionaries. The people of Canderave, Peru, are alarmed by constant earthquakes; near that city a section of the earth's crust a league in circumference is sinking. The Spanish Cabinet will resign to-day as the result of differences between the Minister of War and the Minister of Finance about a plan for national defense. Gen. Jaudenes, who surrendered Manila to Dewey and Merritt, was put on trial in Madrid for his action. The seventh International Geographical Congress opened at Berlin. The Prince of Monaco described his expedition to East Greenland. In the evening Prince von Hohenlohe gave a banquet to the delegates, at which the host toasted the congress. A former Major of volunteers, under arrest in Berlin, was identified by a postal Inspector and charged with forging money orders. The Island of Jamaica is agitated by a dispatch from Joseph Chamberlain, directing certain measures to override the representatives.—Pages 1 and 7.

Page 2.

The railroad trains brought immense numbers of new visitors into the city yesterday, and crowds were still more noticeable in the streets than on previous days.

Page 5.

After half an hour's fighting yesterday morning the forces under Gen. MacArthur took Porac, driving the insurgents out of the town. American loss is five wounded.

Prof. Schurman, in his annual address to the students of Cornell yesterday, said the Filipinos should be taught by the Americans to govern themselves, and that the heads of departments should be sent from this country to direct affairs.

Page 7.

Sidney Drew has filed a petition in bankruptcy, with liabilities of $15,817 and no assets. The bulk of the sum is owed to hotel proprietors and actors.

Page 8.

The winners at the Gravesend race track yesterday were Belle of Lexington, Bendoran, Jefferson, Heliobas, Pins, and Reynolds.

The Cup Defender Columbia was placed in dry dock at the navy yard in Brooklyn yesterday. She is said to be the first vessel other than a warship to occupy this berth.

The rules for clearing the course in the international yacht races, which Capt. R. D. Evans approved, were yesterday officially sanctioned by Assistant Secretary Spaulding.

Page 9.

A Long Island freight train struck a trolley car at Parkville, killing two and injuring three persons.

The Joint Committee on Taxation created by the Legislature at its last session met in this city yesterday and elected Senator Stranahan President.

Page 14.

Mr. and Mrs. Kendal, P. D. Armour, Charles Russell, and Sir H. Burdette, K. C. B., were passengers who arrived yesterday on the liner Teutonic.

The Episcopal Diocesan Convention yesterday sustained the position of Bishop Potter in ordaining the Rev. Charles A. Briggs and adopted a strong report against divorce and the spread of immorality, placing the blame largely upon persons in high social position.

Arrivals at Hotels and Out-of-Town Buyers.—Page 9.
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Railroads.—Page 9.
Markets.—Page 12.
Society.—Page 7.

VETERANS COMMEND SHAW.

TOPEKA, Kan., Sept. 28.—Gen. Shaw, National Commander in Chief of the G. A. R., in prefacing his address to the veterans at the State reunion to-day spoke of the now famous controversy of the G. A. R. with the Dewey parade managers. He characterized those having the big parade in charge as "narrow minded blunderers, clothed with a little brief authority." He then reviewed the whole trouble.

"Had a soldier of deeds," he declared, "been in the place of Gen. Roe, the Grand Army would have marched in glory and joy at the head of the line, following the great Admiral, where beyond question their place should be."

Again he said: "Let this battleless Major General Roe stew in his own juice, in view of his official repeated declaration: 'I'll take the whole responsibility in refusing the Grand Army the right of parade.' I am perfectly willing he should."

Gen. Shaw said that soon Admiral Dewey would be invited to visit the thirty-fourth National Encampment, to be held at Chicago in 1900, where the veteran survivors would express their admiration for him in their own way and unhampered.

The veterans then adopted the following:

Resolved, That the action of our Commander in Chief, Albert D. Shaw, and of the Department Commander, Joseph W. Kay of New York, in refusing to accept a place for the Grand Army in the rear of the procession, a position never willingly occupied by the defenders of Old Glory in any line, meets with our unqualified approval. We, the comrades of Kansas, always lead the line in every patriotic demonstration illustrative of American valor, and we hope that on no similar occasion in any department of the Nation will the Grand Army of the Republic be assigned to any other than the post of honor. And be it further

Resolved, That the patriotic action of Gov. Roosevelt of New York in promptly supporting the action of our Commander in Chief, in demanding proper recognition of the Grand Army of the Republic, endears him to every true comrade of this Nation, and exemplifies the sterling manhood of the "Rough Rider" who led the line to victory up San Juan Hill, and in whose breast beats a warm heart for the veterans of '61 and '65.

COMPLAINS OF HAWAIIAN COURT

Special to The New York Times.

WASHINGTON, Sept. 28.—A Hawaiian attorney named Gear is in Washington trying to get the President to make the Hawaiian Supreme Court observe the Constitution of the United States. He says that there are persons under sentence of death in Hawaii whose sentence has been decided upon by only a majority of the courts before which they were tried. He also claims that a number of coolies are kept in a state approaching slavery.

It is not likely that he will get any relief until Congress assembles, although it may be that President Dole will be asked to reprieve the persons under sentence of death until the Congressional session.

Further Delay in the Carter Case.

Special to The New York Times.

WASHINGTON, Sept. 28.—One effect of the Presidential trip will be another delay for Capt. Carter. Attorney General Griggs is going with the Presidential party, and he will defer the consideration of the exceptions filed by Wayne MacVeagh until his return

Fast Time to St. Louis.

Leave centre of New York City—Grand Central Station—1:00 P. M., arrive St. Louis 9:56 P. M. next day, by New York Central. No excess fare. —Adv.

Poland! Poland! Poland! Poland! The purest natural spring water known.—Adv.

COMMANDEERING IN THE TRANSVAAL

Two Thousand Burghers Assemble Near Natal Border.

TO JOIN THEIR ALLIES THERE

Orange Free State Artillery Waited for Them Two Weeks.

British Cabinet Council to be Held To-Day—The Movement of Troops to South Africa Being Pushed.

LONDON, Sept. 29.—A dispatch to The Daily Mail from Charlestown, Natal, says:

"Commandeering is proceeding in the Wakkerstroom District and probably throughout the Transvaal. Two thousand burghers are assembled at Wakkerstroom, which is eight miles from the Natal border, and eleven from Laing's Nek. Twelve hundred have been ordered to Sandspait, thirteen miles west of the Natal border, where they will meet Orange Free State artillery, which has been lying low in this neighborhood for a fortnight."

THE MOVEMENT OF TROOPS.

British Forces Concentrating Near Laing's Nek—Boers Massing at Vryheid to Make a Dash.

LONDON, Sept. 28.—As the Second Battalion of Grenadiers embarked on a transport at Gibraltar, for London, this afternoon, they received a "hurry call," ordering them to proceed to the Cape, for which place they start to-morrow.

Intense excitement continues to prevail at Pretoria, where, apparently, it is considered that there is no escape from war. The commission appointed to consider the matter reported to-day as to what officials are necessary to carry on the Government in the event of war, and fixing their salaries.

The Field Cornet at Pretoria is again serving out rifles, commandering is actively proceeding, and all preparations are being made to take the field.

An Englishman named Robertson has been arrested at Johannesburg charged with high treason. He is alleged to have enlisted recruits for the Imperial Light Horse.

The burghers are getting uneasy at the concentration of British troops between Ladysmith and Laing's Nek, especially at Glencoe and Dundee. The nominal explanation for the concentration is the protection of the Dundee coalfields, but the burghers suspect that the real reason is the formation of a force which will advance across the Transvaal frontier, on Vryheid, as soon as war is declared.

The Boers do not intend to be caught napping, and are now massing around Vryheid, not, however, merely as a protective measure, but to be prepared, unless the British reinforcements across the border cease, to make a dash in force through a portion of Zululand, crossing the Buffalo River at a point below Rorke's Drift, and then, seizing the railroad, cut off the British garrisons at Dundee and Ladysmith from the south, which would not only interrupt the British lines of communication, but would seriously interfere with a forward movement. In order to watch this portion of the railroad exposed to a Boer incursion, a British post will be established at Rorke's Drift.

A cable dispatch to The Times from Cape Town says:

"The Boers would have taken the initiative by now but for the scarcity of water, the rains not yet being sufficient. Probably there will be great difficulties in providing food supplies for the people remaining at Johannesburg after hostilities have commenced.

"Several responsible people here who have long clung to the belief in an ultimate peaceful settlement now regard war as inevitable."

The Birmingham Post says two cargoes of arms and ammunition leave Hamburg or Rotterdam Friday for the Transvaal, comprising 50,000 improved Mausers, 500,000 cartridges, and several mortars for dynamite charges.

A dispatch from Mafeking, in British Bechuanaland, just across the Transvaal border, says a crowd of destitute people is arriving there from Johannesburg.

A British infantry detachment, with some engineers, has arrived at De Aar, southwest of the Orange Free State, and an important railroad junction. Extensive fortifications will be thrown up there, and the town will be made the base of operations from that side against the Orange Free State or the Transvaal. More troops will soon arrive at De Aar.

New Zealand to Send 200 Men.

WELLINGTON, New Zealand, Sept. 28.—The Government of this colony decided to-day to equip and send a force of 200 men to the Transvaal. The House sang the "National Anthem" when this step was decided upon.

CABINET COUNCIL TO-DAY.

Action May Be Delayed to Permit Negotiations at Lisbon and Berlin About Delagoa Bay.

LONDON, Sept. 28.—The Press Association issues the following statement this evening:

"We learn that the centres of interest in the Transvaal crisis are in reality at Lisbon and Berlin, and this consideration, it is thought in some quarters, may cause a further adjournment of the Cabinet.

"The future administration and financial control of the Portuguese possessions in South Africa are held to be an integral factor in the present difficulty. The friends of President Krüger urge that it would be manifestly unfair to insist upon a partial reduction of the forts at Pretoria and Johannesburg so long as Lorenzo Marques remains under the Portuguese Government, and it is probable that the negotiations between London, Berlin, and Lisbon may not be concluded until after the Cabinet council."

The Secretary of State for the Colonies, Joseph Chamberlain, arrived at the Foreign Office this afternoon.

The Cabinet Council will meet at 1:30 P. M. to-morrow.

The Speaker of the House of Commons, William Court Gully, is returning to London, and Sir Henry Campbell-Bannerman, the Liberal leader in the House, and Herbert Gladstone, the chief Liberal Whip, will arrive here Monday.

BALFOUR ON THE CRISIS.

Says Great Britain "Could Not and Would Not Give Way"—National Honor Makes It Impossible.

DUNDEE, Scotland, Sept. 28.—On receiving the freedom of the City of Dundee to-day A. J. Balfour, the First Lord of the Treasury and Government leader in the House of Commons, said the Government had "longed for and had striven for a peaceful and honorable solution of the perennial South African difficulty," and "if that honorable solution does not prove a peaceful solution the fault rests on other heads than ours."

Mr. Balfour would not say he had given up all hope, but he now spoke in very different tones from what he should have done a month or even a fortnight ago. They had reached a point, he added, when, if he judged aright, those responsible for the policy of the Dutch Republic refused to give way, and a point on which "we could not and would not give way."

This statement caused an outburst of cheering. Continuing, Mr. Balfour remarked:

"The interests of South Africa, civilization, and national honor have all made such a course impossible for us."

This called forth renewed cheers.

RUSSIA DECLINED TO MEDIATE.

LONDON, Sept. 29.—The Odessa correspondent of The Standard telegraphs a rumor that Germany recently suggested to Russia the advisability of mediation between Great Britain and the Transvaal, and that Russia declined to have anything to do with the matter.

CHAMBERLAIN IN CONTROL.

Boers Distrust Him and Want to Deal with Salisbury, but Cabinet Crisis Would Follow Such Action.

LONDON, Sept. 29.—The Daily Chronicle says: "We understand, on the best authority, that the delay attending the Boer reply is due to hopes still entertained by the Transvaal of a peaceful settlement. The Boers distrust Mr. Chamberlain. They fear that, if they make concessions, he will only increase his demands. Therefore, they have been trying to approach Lord Salisbury directly.

"They trust the Premier as much as they distrust the Colonial Secretary; and, if Lord Salisbury would give a pledge that the golden bridge was meant seriously, they would venture upon it. We regret to say that this last desperate effort has broken down, since Lord Salisbury cannot go behind Mr. Chamberlain without creating a Cabinet crisis.

"It is deplorable, nevertheless, that State etiquette should be strong enough to obstruct the path to peace. We hope it is not true that Mr. Chamberlain intends to demand disarmament, a heavy indemnity, and the withdrawal of Dr. Leyds, which could only result in war."

The paper suggests that the Orange Free State should appeal for arbitration under the arrangements concluded at The Hague.

The Whole Trouble from an "S."

LONDON, Sept. 29.—The Daily News, which appeals to the Government to await President Kruger's reply before sending a second dispatch, says:

"If, as has been asserted on behalf of the Transvaal all trouble would have been avoided had Mr. Chamberlain's dispatch last Friday said 'convention' instead of 'conventions,' we do not believe a British Cabinet would decline to clear the matter up. It is for President Kruger to speak, if it is indeed only a matter of a consonant, for we are convinced that it is in his power to get the consonant cut off."

FREE STATE'S RESOLUTION.

Text of the Decision of Its Volksraad to Stand or Fall with the Transvaal in the Event of War.

LONDON, Sept. 28.—The decision of the Volksraad of the Orange Free State to join with the Transvaal in the event of hostilities, although fully expected, is the leading news to-day and will, naturally, stiffen the Boers' independent attitude. The Raad's resolution has made the brotherhood of arms between the Transvaal and the Orange Free State, of which hitherto there was only a strong probability, an absolute certainty, and the British will have to face the situation.

The Volksraad's resolution was as follows:

"The Raad, having read Paragraph 2 of the President's speech and the official documents and correspondence submitted therewith;

"Having regard for the strained state of affairs throughout the whole of South Africa, which has arisen in consequence of the difference between the Imperial Government and the Government of the Transvaal, which threatens to lead to hostilities, the calamitous consequence of which to the white inhabitants will be immeasurable;

"Being connected with the Transvaal by the closest ties of blood and confederacy;

"And standing in the most friendly relationship with the Imperial Government, and, fearing that should war break out, a hatred between the European races will be born which will arrest and retard the peaceful development of all the States and colonies of Africa and develop a distrust of the future;

"Feeling that the solemn duty rests upon it of doing everything possible to avoid the shedding of blood;

"Considering that the Transvaal Government, during its negotiations with the Imperial Government, which have extended over several months, has made every endeavor to arrive at a peaceful solution of the differences raised by the aliens of the Transvaal and taken up by the Imperial Government as its own cause, which endeavors have, unfortunately, had only this result, that British troops were concentrated on the border of the Transvaal and are still being strengthened;

"Resolved, That we instruct the Government to still use every means to maintain and insure peace, and, in a peaceful manner, contribute toward the solution of the existing difficulties, provided it be done without violating the honor and independence of the Free State and the Transvaal, and wishes the Ministry to make known its opinion that there exists no cause for war and that war against the Transvaal, as now undertaken or occasioned by the Imperial Government, will, morally, be a war against the whole white population of Africa, and, in its consequences, criminal, for, come what may, the Free State will honestly and faithfully fulfill its obligations toward the Transvaal by virtue of the political alliance between the two republics.

KIPLING'S POEM ON KRUEGER.

LONDON, Sept. 29.—The Times applies to President Krüger and the crisis in South Africa a poem by Rudyard Kipling, published in its columns to-day.

The following stanzas are part of Mr. Kipling's poem, which will appear to-day in McClure's Magazine:

[Copyright, 1899, by Rudyard Kipling.]

All we have of freedom—all we use or know—
This our fathers bought for us, long and long ago.
Ancient right unnoticed as the breath we draw—
Leave to die by no man's leave, underneath the law.

So they bought us freedom—not at little cost—
Wherefore must we watch the King, lest our game be lost.
Over all things certain, this is sure indeed,
Suffer not the old King, for we know the breed.

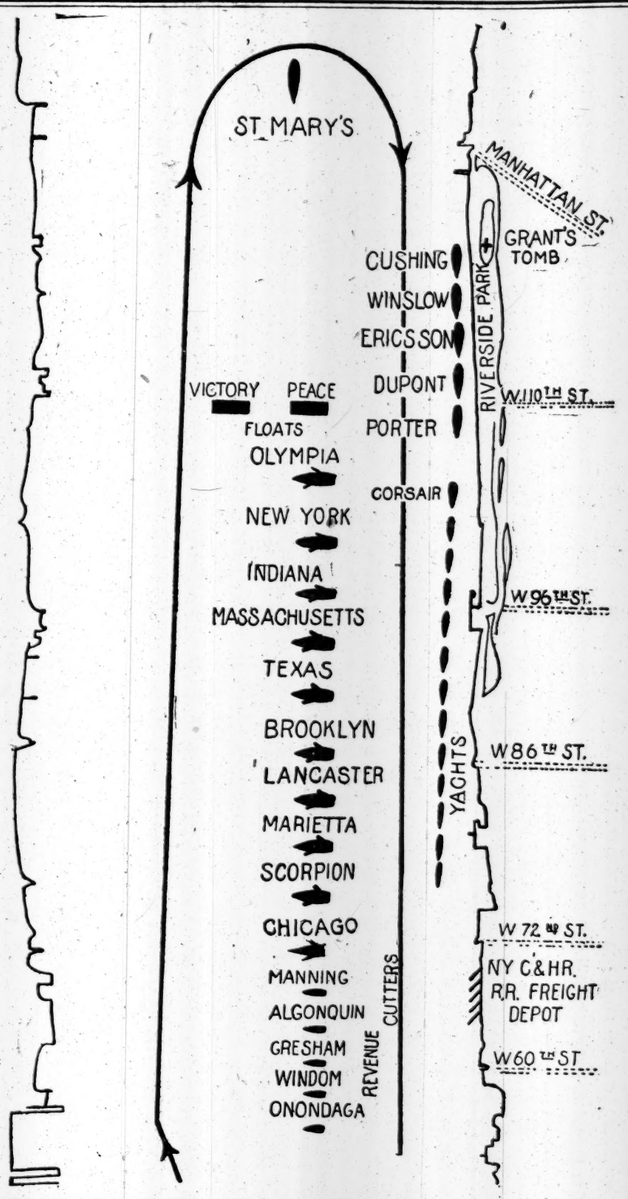
Howso' great their clamor, whatso'er their claim,
Suffer not the old King under any name!
Here is naught unproven—here is naught to learn.
It is written what shall fall, if the King return.

Cruel in the shadow, crafty in the sun,
Far beyond his borders shall his teaching run.
Sloven, sullen, savage, secret, uncontrolled—
Laying on a new land evil of the old.

Here is naught unproven, here is nothing hid;
Step for step and word for word—so the old Kings did!
Step by step and word by word, who is ruled may read.
Suffer not the old Kings, for we know the breed!
All the right they promise, all the wrong they bring—
Stewards of the Judgment, suffer not this King!

The Great Long Island Sound Steamer "City of Lowell" will leave Pier 36, N. R., foot of Spring St., this morning at 11:00 o'clock to participate in the Naval Parade. The Lowell will lead the Steamboat Section. Tickets, $5.00. See Adv.—Adv.

The Great Lond Island Sound Steamers "City of Lowell," from Pier 36, N. R., and Plymouth, from Pier 18, N. R., are scheduled to make the following trips: Saturday, Sept. 30th, up Hudson around War Ships and opposite starting point of Land Parade; Sunday, October 1st, up Hudson to War Ships and far as West Point. See Adv.—Adv.



ORDER OF THE PRINCIPAL VESSELS IN TO-DAY'S PARADE.

The appearance of the naval vessels which will take part in the parade became so familiar in illustrations during the war that even the small boy who accompanies his mamma or papa on a trip to see the vessels is seen pointing them out by name. Yet there are many older folks who have not given the necessary attention to the matter to distinguish the identity of the craft, and a few distinctive features may be pointed out.

Admiral Dewey's flagship, the Olympia, will carry at her main truck the blue flag with four stars of an Admiral. The Olympia's superstructure is painted white, another distinctive feature, that of all the others being buff.

Rear Admiral Howison's cruiser Chicago will fly at her main truck the blue flag with two stars. The Chicago, now a dozen years old, represents the early period of the new navy. She has a rounded stern, two funnels, and two masts placed far apart. A very broad sponson protrudes well out at each side.

Rear Admiral Sampson being junior to Rear Admiral Howison, his two stars will be on a red flag, flown at the main. The New York, like the Brooklyn, has three funnels, but the Brooklyn's funnels are much taller and more slender.

The battleships Indiana, Capt. H. C. Taylor, and the Massachusetts, commanded by Capt. C. J. Train, are sister ships, and alike as two peas. Before the war the Indiana's superstructure was painted a redder tint of buff than the Massachusetts, but after the war the Indiana assumed a lighter shade and the Massachusetts a reddish tint. Since the arrival of the squadron here, however, the Massachusetts has donned a tint almost exactly like that of the Indiana. The pilot-house of the Indiana, however, is stained a trifle darker than that of the Massachusetts, and another distinguishing feature is the bronze figure of Victory placed between the guns in the forward turret of the Massachusetts. Both of these vessels have two funnels and one military mast, while their low freebards forward and aft and their heavy turrets and massive amidship superstructures, bristling with guns, proclaim them at once as battleships.

The Brooklyn, with her three lofty funnels and tumble-home sides, is now commanded by Capt. F. E. Jewell. The Texas, with her chunky appearance, high topsides, single funnel, short and thick, is easily identified. Capt. C. D. Sigsbee, formerly of the Maine, is her commander.

The old bark-rigged Lancaster, built of wood, will be the representative of the navy of the days just prior to the building of the new steel navy.

STEAMER SCOTSMAN A WRECK.

Her 250 Passengers Rescued by the Montfort—Officers Mistook Belle Isle Lights.

MONTREAL, Sept. 28.—The overdue Dominion Line steamer Scotsman is ashore in the Straits of Belle Isle.

The local agents of the Dominion Line have received information that the steamer Montfort, which has passed in, has 250 passengers of the Scotsman aboard, and the agents think that this number will include all the passengers. A special train will be sent to Rimouski to take them off. This will be a sort of relief train, for it is understood that there is not sufficient food on board the Montfort to satisfy the rescued people.

It seems that the accident to the Scotsman was due to an error on the part of the officers, who made a mistake about the new light in the Straits of Belle Isle.

It is expected that the vessel will be a total wreck. The Scotsman sailed from Liverpool for this port on Sept. 14.

The Scotsman is a steel twin-screw steamer, built at Belfast by Harland & Wolff in 1895. She registers 6,041 tons gross and 3,867 tons net, and is 470.7 feet long, 49.2 feet beam, and 31.9 feet in depth. Her port is Liverpool, and she is owned by the British and North Atlantic Steam Navigation Company, Limited, known as the Dominion Line, Richards, Mills & Co., agents.

FEAR LAKE TUG IS LOST.

The McCarthy Caught in a Destructive Gale—One Owner Aboard.

CHICAGO, Sept. 28.—The tug McCarthy, bound from Chicago to Toledo, was caught in the gale on Lake Michigan last night between the Straits and Green Bay, and it is feared that she went down.

The McCarthy had a scow and a dredge in tow, and was in consort with the tug Andrew Green. The latter tug lost her tows during the storm and put into Mackinaw City for safety. There is a possibility that the McCarthy found shelter at one of the small islands.

A heavy gale blew on the south end of the lake to-day, and great damage was done. The seas were so heavy that navigation was practically suspended, vessels leaving the harbor being compelled to return. Damage was done to the pier at St. Joseph, Mich.

The McCarthy carried a crew of seven men, and on this trip had aboard one of the owners, Harry Lydon of the shipping firm of Lydon & Drews.

RECLUSE DEAD; MAY BE MURDER

Special to The New York Times.

NORWALK, Conn., Sept. 28.—John Pattenden died at the Norwalk Hospital today under suspicious circumstances. He was an aged recluse who lived alone in a small house in the Silver Mine District, and is reputed to have hoarded a small fortune. After he was missed for several days neighbors broke into the house and found the old man lying on the floor suffering from paralysis. His body was covered with bruises. The medical examiner is of the opinion that the injuries brought about the paralytic stroke. The house had apparently been ransacked.

The New York Central Announces that no trains will be run to-day after 10:00 A. M. on the 30th Street Branch because of the large crowds expected to line the Hudson River on that date.—Adv.

BRYAN HARD AT WORK.

Laboring on National Issues in His Own State, but Silver Is Dead, Mr. Meiklejohn Says.

Special to The New York Times.

WASHINGTON, Sept. 28.—"The fight in Nebraska," said Assistant Secretary of War Meiklejohn, who has just returned from that State, "is being made entirely on National questions, not local ones. Bryan is making the fight of his life there. His defeat in his own State may injure his standing with his party, and he is working hard. His determination to win if possible will make the fight a hard one, but the silver issue is dead there.

"Bryan's influence is not as great and the magic of his name as an attraction for crowds is certainly diminishing. He is speaking to crowds of 100 and 200 people. Prosperity has killed the silver question as dead as a door nail."

FIST FIGHT OVER POLITICS.

Special to The New York Times.

NEW ROCHELLE, Sept. 28.—While several hundred residents of this place were waiting this morning at the station for a New York train a fist fight occurred between Alexander J. Bradley of the Custom House and George S. Squires. There was a lively mix-up, in which a dozen or more residents took part. Several men were knocked off the station platform, and would have probably been killed by the approaching train bound for New York had not the engineer realized that something was the matter and stopped his engine.

The fight was the outcome of a bitter political contest between the supporters of ex-State Senator Burns, who are battling for the control of the County Convention against a faction known as the Anti-Burnsites. The supporters of Burns won at the recent primaries, and trouble has been raging ever since. Last night when the men who took part in the fight returned from New York they refused to discuss it.

NORWALK'S SKELETON MYSTERY.

Special to The New York Times.

NORWALK, Conn., Sept. 28.—Medical Examiner S. H. Huntington has arrived at the conclusion that the skeleton found on Ingersoll Hill, near Woodward Avenue, is that of an Indian, the dry nature of the soil causing it to remain in an excellent state of preservation. The bones were ordered buried.

Frank Slavin, who found them, is still of the opinion that the remains are those of some unfortunate who came to his death in no accidental or natural way. The police are still working on the case.

Plebiscite on Philadelphia's Debt.

PHILADELPHIA, Sept. 28.—The Councils to-day, without a dissenting vote, passed the ordinance to submit to the voters at the November election the question whether or not they will authorize an increase of $12,000,000 in the city debt to provide for the extension of the water supply. The engrossed bill will be submitted to Mayor Ashbridge to-day for his signature. If this is secured, it will make the ordinance operative.

Toast Dewey in EVANS' ALE!! Inspires enthusiasm. As American as the U. S. —Adv.

Take Day Line Excursion Saturday, passing War Fleet twice. Restful, refreshing, reasonable. Good music.—Adv.

DEWEY GIVES WAY BEFORE ADMIRERS

Day Full of Stirring Incidents for the Hero of Manila.

GETS FARRAGUT'S OLD FLAG

Tears on the Admiral's Face as Commander Baird Presents It.

THE GOVERNOR CALLS

Col. Roosevelt Greets Dewey and Addresses the Tars—Gen. Miles, Gen. Merritt, and Vermont Friends Also Pay Their Respects.

Admiral George Dewey fought another of his great battles yesterday on the flagship Olympia. It was not on the bridge, as in Manila Bay, but on the quarter deck. The man who stood calm and unflinching before the guns of a hostile fleet, surrounded by unknown enemies, faced yesterday a far more formidable bombardment of unknown friends.

It must have been the proudest day of his life, and yet to a man of his known personality the most miserable. Throughout the day he stood on the quarter deck and officially welcomed an unending gold-laced procession of some of the most distinguished of his countrymen. These were his official duties, which are an indispensable part of the every-day life of a naval commander, and he discharged them gracefully and well.

It was not from these duties that the Admiral flinched. From the green hills of Staten Island across the bay to the Long Island shore, on land and on water, thousands of unknown friends gathered under wildernesses of flags and bunting and cheered at the sight of the ship, while hundreds of others fought and struggled to the very gangplank to catch the faintest glimpse of him. And this was the army of his countrymen, before which he wavered and fell back, overcome by the irresistible wave of welcome. Only his wonderful vitality, his unfailing good humor, and ready tact carried him at last successfully through the day, which was filled with difficulties sufficient to cause the ordinary commander to strike his colors.

The blue flag and white stars had scarcely been hung to flutter at the main truck before this extraordinary conflict between friends was on. It lasted until sunset. It was a struggle with the emotions that was overpowering as the emotions were varied.

There was the greeting between the army and the navy, the presentation to him of the flag of Farragut that he had seen flying from the Hartford in New Orleans years ago, and when he had little thought that the mantle of Farragut should one day fall on his shoulders, his greeting of Gov. Roosevelt and of the Captains who fought with him at Manila, his meeting with friends of his younger days, and behind all this, restrained only by a cool-headed guard, an eager throng which begged for a sight of him and nearly mobbed him when it got its desire. For eight hours this went on uninterruptedly, yet when he sped the last visitor from his hospitable deck he was as smiling and hearty as ever.

DEWEY UP BRIGHT AND EARLY.

Admiral Dewey was up bright and early yesterday. They do not sleep late in the navy, even after such arduous days as that which the Admiral had to put in the day before. The sun rose out of a cloudless sky, dispelling the early morning mists and ushering in another day of Dewey weather.

Long before the crowd of visitors had the temerity to approach the big white cruiser the Admiral was pacing the quarterdeck in company with Flag Lieut. Brumby, talking about the naval parade of to-day, and the many other details of the celebration. The Admiral listened, and with a merry twinkle in his eye said:

"That doesn't give one much chance to breathe, does it, Brumby? But I guess we can stand it."

The Admiral took breakfast shortly after 8 o'clock, and a little while later the visits of ceremony began. Guns began to thunder, and the cannonading was kept up almost uninterruptedly all day. There was not a minute during the day that the Admiral was not in demand, but through all the ordeal of receiving and welcoming his unflagging good humor never deserted him, although it must be confessed that some of the incidents during the day were enough to try the patience of even a man with such a stock of it as Admiral Dewey seems to possess.

Capt. Chadwick was among the first to arrive, and then Rear Admiral Howison called to return the visit of Capt. Lamberton. The Admiral never misses a chance to greet Howison, whose schoolmate he was at the Academy, and before the Rear Admiral left there was a running fire of talk between "George" and "Henry," as they affectionately call each other.

SEVENTEEN GUNS FOR MILES.

It was just 10:30 o'clock when the six-pounders of the Olympia thundered out a salute of seventeen guns for the Major General commanding the army of the United States, and the tug Nina hove in sight from the direction of the cruiser New York. On it was the special committee of the Washington Dewey Celebration Committee, who desired to acquaint the Admiral with the arrangements made for his reception in the capital city.

In the party were Major Gen. Miles, William Henderson Moses, Chairman of the Executive Committee; Brig. Gen. George H. Harries, Commander Baird of the navy, John Joy Edson of the Citizens' Committee, and Major O. L. Pruden, the representative of President McKinley, who called to present in person to the Admiral the invitation of the President to dine with him in the White House on Tuesday next.

A stop had been made at the cruiser New York for Rear Admiral Sampson, who is also a member of the committee. By invitation of the committee, Senator Redfield Proctor of Vermont, Rear Admiral Erben, (retired,) and Brig. Gen. Horatio C. King also accompanied the party.

The visit of the Washington delegation brought about the most notable and touching incident so far connected with the Admiral's return, the presentation to him by Commander Baird of Admiral Farragut's flag, the same that floated from the main truck of the Hartford during the battle of New Orleans, and which will hereafter float from the Olympia, and will ever be the flag of Admiral Dewey.

As the party came aboard, the Admiral welcomed them and presented each member of the committee and their guests to Capt. Laberton and other officers who had crowded to the rail. Senator Proctor, who has been the Admiral's life-long friend, received a greeting of special warmth, and the greeting between the commander of the army and the commander of the navy was especially cordial.

PRESENTATION OF THE FLAG.

The party at once retired to the Admiral's cabin, where the Washington programme was presented in a purely informal manner, Admiral Dewey expressing his entire satisfaction with all the arrangements. He also accepted the invitation to dine extended by the President, and then came a moment of quiet and suppressed excitement, and Commander Baird, who served with Farragut and Dewey in 1861 in the West Gulf Squadron, stepped forward and carefully unrolled a package that he had guarded with great care.

Admiral Dewey's face twitched with emotion as he saw unrolled from the package a faded blue flag, upon which was stitched the four white stars of an Admiral. He seemed to know what was coming and tears gathered in his eyes.

"Admiral," said Commander Baird, "I want to present to you the first Admiral's flag ever broken out in the navy of this country. That grand old Admiral whose name and memory we all revere first hoisted this ensign upon the good ship Hartford before New Orleans, and afterward upon the Franklin, and since it came down from that mainsthead it has never been whipped by the wind or worn by the elements. To you, upon whose shoulders has fallen the mantle of that great man, whose tactics you so successfully followed a short time ago, I desire to present this flag."

TEARS ON DEWEY'S FACE.

It was a solemn moment, and the tears that would not be denied ran down the bronzed face of the hero as he looked upon the almost sacred emblem spread out before him. He was not less affected than Commander Baird and the others of the party, and for a few moments he struggled to find his voice. It came suddenly and the Admiral blurted out:

"I'll fly it. I'll fly it at the masthead. I'll fly it in the parade. I'll fly it always, and when I strike my Admiral's flag this will be the flag that I will strike."

The Admiral fondled the bit of bunting as a child fondles the hand of its mother. His head was bent and the recollections that crowded into his mind were in part reflected on his expressive face. It appeared to those present that he saw again the stirring scenes before New Orleans and the many incidents that had crowded themselves into his busy career until they culminated in the glory of Manila. Then the emotion passed, and assuming again his erect carriage the Admiral shouted in an evident intention to hide the feelings that almost unmanned him:

"Here, steward, bring us up some of that smuggled champagne." It was just the speech to break the tension, and a nervous laugh went round the room. Then the sparkling beverage was brought and bumpers were drunk in honor of Dewey and in memory of Farragut.

HISTORY OF THE OLD FLAG.

There is an interesting history connected with the old flag so much prized by the new Admiral. When Farragut was made a Rear Admiral during the civil war, a Quartermaster named Knowles, the same man who passed lashings around Farragut on the rigging of his ship, improvised a Rear Admiral's flag, which was used on the Hartford. When Farragut was promoted to a full Admiral Knowles added two stars, making it four, and this was the original Admiral's flag of the United States Navy.

When Farragut afterward sailed into the Mediterranean he used this same flag. Some time after this the flag was placed in storage at the Naval Academy at Annapolis, Md. It remained there until the bronze statue of Admiral Farragut was unveiled in Washington, in 1881.

It was at that time one of the survivors of the Hartford's crew, Bartholomew Diggins, now captain of the watch at the Navy Building in Washington, was selected to break the stops, which not only unveiled the statue, but also unfurled this old and original Admiral's flag. After these ceremonies Diggins was permitted to keep the flag, providing he turned in a new one in its place. He complied with this condition, and decided to let the public know of the prize he had in his possession. The first time he displayed it, some time later, he was called upon to deliver a speech on the naval relic. Being very much embarrassed he was unable to respond and decided never to exhibit it again.

Diggins kept the flag in hiding ever since until he learned that Commander Baird was going to New York to meet Admiral Dewey. All three had served together, and Diggins decided that the flag rightfully belonged to the successor of Farragut, so he gave it to Commander Baird to be presented to Admiral Dewey.

GOV. ROOSEVELT'S VISIT.

There was another chat between the members of the committee and the Admiral, and when the party went on board their tug another salute was fired for Gen. Miles, who stood bareheaded in the stern of the boat in full view of the crowds on deck while cannon belched forth in his honor.

A lot of other incidents of minor importance, mainly the frantic attempts of the visitors on board of the Olympia to smuggle themselves onto the quarter deck and the frantic efforts of the guard to restrain them, took up most of the morning and paved the way for the other stirring incident of the day, the official visit to the Admiral of Gov. Roosevelt, accompanied by the fighting Captains of Dewey's Manila fleet.

The Governor went down to the Olympia in Gen. Francis V. Greene's yacht Wild Duck, and when at 1:30 the swift little flyer, with flags strung from stem to stern, was sighted a lot of wigwagging began on the yacht and on the bridge of the Olympia.

The effect of what they were saying to each other was that the Governor was on board the yacht and awaited the Admiral's pleasure. For answer the Admiral's cutter was sent over to the Wild Duck. It brought back the Governor, Capt. Walker of the Concord, Capt. Dyer of the Baltimore, Capt. Wildes of the Boston, Capt. Woods of the Petrel, and Capt. Coghlan of the Raleigh. All of them were resplendent in dress uniform, except Capt. Coghlan, who wore civilian clothes.

Admiral Dewey awaited their arrival at the starboard gangway, and there was a most enthusiastic greeting between the Admiral and his Captains, who went up the ladder first. Last of all came Gov. Roosevelt, and as he came on board the Admiral gave him a handshake that made even the muscular Chief Executive of the State wince. They stood for a moment clasping hands and looking into each other's eyes, their faces betraying the emotions they felt.

CAMERA FIENDS ACTIVE.

"I am delighted to see you, Admiral," said the Governor, in his clear, incisive tones. "A great many things have happened since we last met."

"Yes," said the Admiral, his arm stealing around the Governor's shoulder like the embrace of a father; "you have not been resting all the time, either."

Then there was an interchange of more compliments and the Admiral warmly greeted Gen. Greene, also a Manila campaigner, who had come aboard with the party.

The party stood on the quarterdeck chatting for some time, and while this was going on a scene of wild excitement was being enacted on the deck above. It took all the efforts of the guard to keep the crowd on the spardeck from pouring down the companionways to the qu

ble point, and the shutters clicked after each movement on the quarterdeck.

At one time there was a fringe of heads arranged all around the edge of the turret, and, although the visitors looked up several times and laughed, the peepers were by no means abashed. It was "anything to get a look at Dewey."

MAD RUSH TO GREET DEWEY.

Suddenly the crowd on deck was thrown into the wildest panic by a movement of the party below toward the companionway. It did not seem possible that Dewey was at last to step right up among them, and the crowd above in its anxiety to make the suspicion a surety did just the wrong thing. It pushed and jammed forward, the men yelling and elbowing, and the women emitting little hysterical shrieks of excitement.

Admiral Dewey was just about to set his foot on the ladder, when he got a sight of the jostling mob above, and for the first time he retreated. Gov. Roosevelt said something to him that raised a laugh, and the Admiral pushed forward again, while several of the officers and the guard beseeched the crowd to make a passageway. As Dewey came up the ladder, followed by the Governor, he was heard to call out:

"I want the men to see Gov. Roosevelt," and as he stepped up, there was a scene such as has probably never been seen on or off a warship. Men and women crowded forward and grasped the Admiral's hand. They touched the hem of his coat, they pressed his arms, and called out all manner of welcoming phrases to him.

Some of the women actually wept in their excitement, and when one of them managed to touch the hero's hand, she pushed her way through the crowd and stood panting against the rail, radiant in the satisfaction of having accomplished her purpose.

The men were nearly as bad as the women, and through it all the Admiral walked, smiling, and never for a moment losing his kindly good nature. He seemed oblivious to the fact that all this welcome was for him, and constantly turned to the Governor behind him as if to assure himself that the crowd had not torn him to pieces.

ROOSEVELT TO THE SAILORS.

As the Admiral and Governor came forward, the sailors crowded into the rigging and a perfect sea of faces as in the balcony of a theatre greeted them.

"Boys," cried the Admiral, turning to the Governor, "this is Governor Roosevelt."

"Three cheers for the Governor," cried Lieut. Taylor, and then up went such a cheer as only the American jackies are able to give.

The Governor doffed his hat, and his outstretched hand enjoined silence. "I have only a word to say to you," he began. "As I came over here with Capt. Coghlan he said to me, 'Ain't you proud of her,' 'Yes I'm proud of her,' I said. I am very proud of you all. I am proud of our navy. I am proud of every man in it, and I want to tell you boys that all America is your debtor."

Then turning to the Admiral and laying his hand on his shoulder, the Governor said: "Since last saw your commander he has gone up with Farragut and Nelson," and at this the cheers of the jackies broke forth afresh

The Admiral pushed the Governor forward after his speech, and again they passed through a struggling mass of admirers. Then they went below to the Admiral's cabin, where a luncheon was served. While this was in progress Capt. Miller of the Naval Militia, who was of the party, mounted the bridge and called out that the Admiral desired Mrs. Roosevelt to come aboard. A heavy sea was running at the time, and Mrs. Roosevelt could be seen on the deck of the Wild Duck, shook her head dolefully and pointed to the turbulent waters.

WAR OVER A GLASS OF WINE.

The crowd on deck had not yet seen enough of the Admiral, and they crowded about the skylight in the cabin, running imminent risks of being precipitated to the depths below. Once the Admiral looked up, and seeing a sea of feminine faces above, handed up a glass of champagne. Five women grabbed it at once and most of it was spilled on the heads of the lunchers below, but no one lost his good humor.

There was just enough five drops left in the glass when it finally reached the deck above and the five proud women formed a close corporation and each took a sip of the beverage that had been blessed by close association with the hero. The last woman appropriated the glass, and there was a way for words for just a time, while epithets like "Mean thing" and "Stingy cat" greeted the victor, who smiled placidly and stowed the sacred vessel in the depths of her reticule.

There was another little jollification when the party returned to the quarter deck. The Admiral was as frisky and as happy as a boy out of school. "How well you are looking, Joe," he said, patting Coghlan on the back, "and, by the way," he said, winking slyly at the other members of the party, "what's this I hear about your learning to sing?"

Everybody laughed as the "Hoch der Kaiser" incident at the Union League Club was recalled.

Thus the time was passed in badinage and banter until Gov. Roosevelt, who wanted to visit the other vessels of the fleet, made the start to go. The band struck up "A Hot Time in the Old Town," which changed to "Hail to the Chief" as the party went down the ladder Then was thundered forth a salute of seventeen guns, and the Admiral stood on the quarter deck waving his hand to the party until their boat passed from his view.

GEN. MERRITT AND VERMONTERS.

Hardly had the excitement attendant upon the visit of the Governor subsided, when another gorgeously attired party, consisting of Major Gen. Merritt and his staff, came aboard. There was a warm greeting between the Admiral and the General, and the guns boomed out again as Gen. Merritt took his departure.

Then Lieut. Gov. Henry C. Bates of Vermont and the Governor's staff came on board, Gov. Smith having been unavoidably detained. They received a cordial greeting from the Admiral, and they outlined to him the plans for the celebration to be held in his honor in Montpelier. The Admiral seemed much pleased, and promised to be in attendance on Oct. 12, and the Vermont delegation went away satisfied.

The members of the party were Brevet Major Gen. Theodore S. Peck, Adjutant General; Brevet Major Gen. William H. Gilmore, Quartermaster General; Brig. Gen. Julius J. Estey, Brigade Commander; Brig. Gen. Edward L. Bates, Judge Advocate General; Brig. Gen. Oscar W. Peck, Surgeon General, and Aide de Camps Col. Frank L. Greene, Col Edward J. Booth, Col. Farrand S. Stranahan, Col. George T. Chaffee, Col Henry S. Bingham, Col. Joseph G. Brown, Col. Benjamin Hinman, Col. Curtis S. Emery, Col. Walter W. Brown, and Col. Charles E. Nelson.

Another of the visitors was Senator Mason, who joined the party in the Admiral's cabin and drank the Admiral's health. Before he left, Senator Mason was escorted forward, and mounting the forward turret delivered an address to the enthusiastic sailors.

"I can't fight, boys," he said, "but I did the best I could in my place. I thought that when 267 of our brave fellows had been killed, there was time for somebody to fight, and so I did all I could to bring about that which has covered our navy with glory. We have great ships, and great men to man them. Great men on the bridge and great men behind the guns. I have always been in favor of a great increase in our navy, and when we get the ships, the men to man them will be ready." The men showed that they agreed with the speaker by giving him three rousing cheers.

ADMIRES AMERICAN WOMEN.

When "Fighting Bob" Evans came on board with his two daughters, Admiral Dewey extended his usual cordial greeting, and introduced Capt. Evans to Capt. Lamberton and others of his staff as the apostle of peace. The Admiral even retained his good humor when two women reporters who had run the guard tackled him on the quarter deck and tried to corner him for a "heart-to-heart" talk.

"The American women," he said, "are the finest in the world. I love every one of them." That gave the women a chance to say something on marriage.

"Oh, no," said the Admiral, smiling. "That comes too late in life for me. And still, I don't know," he went on, musingly, but with a twinkle in his eye, "look at my friend Gen. Merritt. I suppose there is hope for me after that."

"Jim" Jeffries, who had an argument with Mr. Fitzsimmons, in which the latter was worsted, was also a visitor, and through an error in the arrangements of those who were serving his interests, Mr. Jeffries got no nearer to the Admiral than the rest of the crowd.

But the champion met Mr. Mulvihill of the Olympia's crew, who had a ten-round fight some years ago with Mr. Sharkey when the latter was in the navy, and Mr. Mulvihill told Mr. Jeffries that he thought he could easily put out Mr. Sharkey when the two aspirants for fistic honors came together.

Admiral Dewey even found time to bestow some attention on the little lion cub that was presented to him Wednesday. After a consultation with Lieut. Brumby, the Admiral decided to call the lion "Chichester," in honor of Capt. Chichester of the British Navy, of whom the Admiral is a warm admirer.

MEDALS FOR THE SAILORS.

One of the most interesting events of the day from the standpoint of the men was the distribution among them of the medals awarded by Congress to every man who fought with Admiral Dewey in Manila Bay. The medals are of light bronze suspended from a cross-bar by a ribbon of blue and gold.

The obverse bears the head of the Admiral and on the reverse is an allegorical figure with the name of the vessel on which the sailor fought. The name of the recipient is engraved on the rim of the medal. Most of the men put their medals carefully away, and will first wear them in the land parade to-morrow.

James Hicks, a seaman on the Olympia, has brought home two souvenirs of Manila that he will present in due time to Miss Helen Gould. They consist of two 4.7-inch shells which were picked up in the wreck of the Reina Cristina, and which Hicks has mounted on marble pedestals.

The shells are highly polished and make a handsome ornament aside from their value as relics. Hicks said yesterday that he had not met Miss Gould, but his heart had been fired by the accounts of her good deeds, so that even in the exciting times around Manila she had a place in the heart of a sailor.

Acting Deputy Collectors Barnes and Palmer came on board of the Olympia yesterday armed with a special order from the Secretary of the Treasury granting permission to the three Chinese seamen on the Olympia, who were shipped in foreign ports, to march in the land parade.

Capt. Lamberton told the Deputies that the Chinese would not parade. He afterward repeated this assertion to the newspaper men, but vouchsafed no explanation as to how the change in the plans had come about.

THRONGS VISIT THE FLEET.

Many Thousands Afloat and Ashore See the Warships and Cheer for the National Hero.

The naval anchorage off Tompkinsville presented yesterday a scene of activity and excitement and moving color such as probably never before was witnessed in New York Harbor. The series of formalities occurring almost hourly from sunrise to sunset on board the Olympia and the incidents in the immediate vicinity of the splendid white vessels of the North Atlantic Squadron constituted but the nucleus around which on sea and shore there surged and shifted an ever-changing panorama that portrayed patriotism better than could any allegorical canvas or sculpture.

In all the vast throng that crowded the docks and piers for miles along the shore and gazed and shouted from the great fleet of decorated excursion boats that turned the harbor into a bedlam, only the merest handful saw or even expected to catch a fleeting glimpse of Admiral Dewey. Not one in a thousand heard his voice, and yet they journeyed by tens of thousands from every city in the vicinity and from far distant localities to see and be a part of the heroic drama that is being played here this week.

The rising sun had scarcely lit up the bay and surrounding hills when the first visitors began to arrive along the Staten Island shore. These had come from near-by localities, determined to make a day of it. At this hour there was little to do or hear, but enough to see.

On the Olympia, as well as on the other vessels, the crews were dodging about with tremendous activity, washing down decks and preparing for another day of turmoil. Many boats put out from shore during these early hours, but they carried few passengers, being for the most part loaded with supplies for the various ships.

On the forward gun deck of the Olympia a half dozen fortunate bumboat women ranged themselves at the morning meal hour and their supplies of fruit, tobacco, cigars, and liquids of the "soft" variety were disposed of at a lively rate, and a good profit. Many ships in the service allow beer to be sold by the bumboat women, but Capt. Lamberton does not countenance the traffic on board the Olympia.

These bumboat women and other tradesmen had an exciting time changing money for the men of the Olympia, each of whom had about as heterogeneous a collection of pocket change as ever was floated into this port. Japanese yens, Indian rupees, Turkish piastres, Italian lires, French francs, and English shillings and sixpences were flashed upon the bewildered tradesmen, and many were the sharp bargains driven in rates of exchange.

GREAT FLEET IN THE BAY.

By the time the bands of the flagships broke into the strains of the "Star-Spangled Banner" accompanying the running aloft of the flags on the vessels of the squadron the piers along the shore were beginning to blacken with spectators, while singly, in pairs, and scores, and platoons came the yachts and catboats, tugs and excursion steamers, each flying a flag of some kind wherever it would stick.

Yachts by the score anchored in the vicinity of the New York Yacht Club station. Some of these had flags flying at every masthead, while others were content with nothing less than a line of bunting stringing in rainbow fashion from the stem up over the trucks and down to the taffrail. There was plenty of wind to keep all the colors in motion, and the effect under the bright sunshine was sufficiently beautiful to drive many hundreds of sightseers far up on the Staten Island hills to enjoy it the more.

By 9 o'clock the bay for a distance of fully two miles on either side of the Olympia was dotted with pleasure craft, and later on this multi-colored fleet was jammed until the water from a distance seemed almost shut out by flags and bunting of red, white, and blue.

The rounds of visit of state that threaten to drive Admiral Dewey to despair began yesterday, almost as soon as the colors were hoisted aboard the Olympia, and throughout the day there was scarcely a moment when her guns or those of some other vessel of the fleet were not thundering forth a salute. No sooner was one salute given and returned than another was in order.

Some Staten Islanders were willing to wager that more shots had been fired in the bay since Sunday than were required to sink the Spanish ships at Manila. Clouds of smoke were hovering near the big white vessels at all times. Added to the booming of the guns were the screeching of whistles, the ringing of bells, and the cheers of the spectators, which broke out in various localities and for various reasons. To increase the din there was the shouting of boatmen and the incessant cries of innumerable fakirs.

The work of policing the shore of Staten Island was a hard one. Patrolmen were stationed at frequent intervals along the piers where the crowds were greatest, and great care was taken to run all suspicious persons out of the vicinity, but despite the exertions of the police there were jams on many piers in the vicinity of boat landings, and many pockets were picked. The fleet of police launches had trouble enough to last them a long time.

The state of the water, added to the great crowding of craft about the Olympia, made the danger of accident very great. A stiff southeast wind coming up through the Narrows kicked up a nasty sea, and this, with the tidal currents, which have a habit of asserting themselves around Tompkinsville, made it rather risky business for the rowboats. But they were there by hundreds, and all were making money.

WILES OF THE BOATMEN.

As the crowds on shore grew larger hour by hour the prices of the boatmen went steadily upward. Everybody wanted to get on board the Olympia, and only those who had real business there, or had relations or close friends among the vessel's crew, could do so. The boatmen took care not to tell this to would-be customers.

Those who paid to go out and succeeded in getting aboard a ship, and who supposed the boatmen would take them off again for the same fare, were woefully mistaken. It was usually a dollar a head to get off, and, as the visitors were at the mercy of the boatmen, the price was paid.

A favorite trick of the boatmen was to row a passenger alongside the gangway or a boat lying alongside and to tell the unwary one to "just walk up" or "just walk across that boat and then up." The unsuspecting victim would step from the boat. He would be told to go back, but by that time his boatman would be several boat lengths away and absolutely deaf. Another would draw up, and charge a dollar to take the swindled passenger back to the shore.

The corporal of the gangway on the Olympia was certainly an overworked marine if there ever was one. From the beginning of his watch to its end he was constantly bombarded by entreaties of men and women to get on board, and in the meantime performing the extraordinary feat of arguing with boatmen without swearing.

Hundreds of visitors in boats of every character were content to keep near the famous flagship and watch the arrival and departure of distinguished men, who were going and coming in endless procession throughout the day.

Gen. Miles when he arrived was greeted by tremendous cheering by the excursion fleet, and Gov. Roosevelt received a vociferous ovation. The various Governors and other high officials who called to pay their respects were sure to be recognized, and were followed by an uproar of steam whistles and the shouting of the multitudes afloat.

Ashore the crowds increased until far into the afternoon, when the entire shoreline was black with humanity. Thousands of opera glasses were brought into use and the camera fiend blossomed in all his glory. The visitors invested cheerfully in medals, badges, pictures and other light articles of every conceivable description, and at fancy prices. It was a great day for Staten Island.

ADMIRAL DEWEY SERENADED.

Twelve Hundred Singers from the People's Choral Union Visit the Fleet and Are Warmly Received.

An Admiral's salute of seventeen guns was the welcome awaiting the 1,200 singers, members of the Peoples' Choral Union, who serenaded Admiral Dewey on his flagship Olympia last night from the decks of the steamers Warwick and Good Hope, the singing being conducted by Frank Damrosch.

The boatloads of happy singers started at 8 o'clock from Pier 23, East River. One boat was expected to carry the singers, but before the designated hour for the start the Warwick's capacity was taxed to its utmost, and the Good Hope was pressed into service.

As the boats neared the vicinity of the fleet a song burst forth from the singers, accompanied by a band of twenty-five pieces, and as the sound was wafted on the breeze to the Admiral's flagship, it was instantly answered by the rays of three searchlights and the illumination of the Olympia.

The two boats blew a salute, which was answered by booming guns from the Olympia, followed by strains of music from the Olympia's band, the air being "The Star-Spangled Banner."

To this the singers voiced in chorus "America." As the strains reached the flagship the gallant tars, who were swarming the decks and, it seemed, every part of the big ship, let forth a three times three that well nigh drowned out momentarily the singers, so heartily was it given.

When the serenaders were at close range with the Olympia they sang "The Star-Spangled Banner," and followed it with the beautiful "Hallelujah" from the oratorio "Messiah." Admiral Dewey stood on the quarterdeck with bared head and seemed to enjoy the music greatly.

ROSES FOR THE ADMIRAL.

It was during the singing of the "Hallelujah" that a small boat put off from the Warwick with a committee of two, Ambrose L. Phipps, President of the People's Choral Union, and its Secretary, John McDonogh, who were to present to the Admiral a token of esteem from the union.

The presentation was made on the Olympia's quarter deck, the committee handing to the Admiral a bunch of three dozen American Beauty roses tied with naval ribbon, white and blue, each ribbon bearing a hand-painted inscription.

On the blue ribbon were the words: "A welcome to Admiral George Dewey, by the People's Choral Union of New York, Sept. 28, 1899." On the white ribbon were the words and music of the first phrase of "See, the Conquering Hero Comes."

Admiral Dewey received the offering graciously, saying, "Beautiful, beautiful," and expressing his thanks to the committee said enthusiastically to one of his officers, "Where is the band? We want some music. Give them 'Hot Time,' and a second later the Olympia's band started up "There'll be a hot time in the old town to-night."

At that instant the chorus was at its height, and in addition to the music from the band and the chorus, the whistles from passing steamers made the occasion memorable one. The bumboat fortunate then slowly drifted away from the Olympia, the twelve hundred voices singing the old Welsh melody "Men of Harlech," which was cheered again and again by Dewey's tars, who enthusiastically called for more singing.

"America" was then sung, and the Admiral's answer to this was the raising of an American flag, a striking effect being produced by all three searchlights being turned on the flag as it was hoisted, calling forth cheers from all spectators, not only on the serenaders' boats, but from the Olympia's tars as well and from the Staten Island shores. The flag was literally bathed in light.

OTHER WARSHIPS VISITED.

From the flagship the boats of the singers drifted to the New York, riding the waves a short distance from the Olympia. There was little sign of life aboard, but as the singers gave a rousing cheer for Rear Admiral Sampson and the crew of the New York, lights glowed from every quarter, and the mainmast was at once brilliant with colored lights. The tars answered cheer for cheer, and were rewarded with a number of songs, Rear Admiral Sampson sending a good-night greeting by having the lights turned on his flag, which fluttered in the breeze with its two stars.

There was still another naval officer to receive a serenade. Rear Admiral Howison on the Chicago not being forgotten. The Chicago was at the extreme end of the line of larger ships making up the fleet, and after the singers had completed their labor of love and song by the Chicago's side the boats were allowed to float slowly back, and as each ship of the fleet was passed a hearty cheer was given for the Captain and crew.

The cheers were invariably acknowledged with electric signals, the crews having turned in. Admiral Dewey's ship was the last to receive a farewell cheer, and the instant the cheer was heard on the Olympia the searchlights blazed forth an answering sprite, and the Admiral quickly came from his cabin and waved good-bye with his cap.

The journey back to the city was without special incident. The two steamers were furnished to the Choral Union gratis by the Providence, Fall River and Newport Steamboat Company.

CROWDS IN THE CITY GROW.

Railroads Bring Many More Dewey Visitors to the Metropolis—Hotels and Restaurants Busy.

The sun will look down this morning, if no clouds obscure his vision, upon a larger floating population in this city than it has held for many a day. All day yesterday visitors from all sections of the country, a generous proportion of them from the South and the New England and Middle States, kept pouring into Manhattan Island, ferryboat after ferryboat and train after train discharging its burdens into streets which already seemed nigh to overflowing. They came with old-fashioned grips and shawl-strap and bundles, and with suit cases and trunks of the latest design, and spread to hotels of all degrees and boarding houses which seemed to smile from garret to cellar at the prospect of an unusual monetary harvest. When they had found quarters of some sort, and on some occasions even before they had done so, they made haste to join their thousands of comrades in sightseeing, and to absorb the attractions of New York from the Speedway to the Battery, and from Pell Street to the Dewey Arch.

Fakirs, vendors, shopkeepers, cabmen, barbers, photographers, and specialists in liquid refreshment, have all found occasion to bless the Dewey celebration, and look forward with confidence to further causes for benediction. As for the keepers of hotels and restaurants, they are still asking themselves just what has struck them, and awakening to the consciousness of a desire to be smitten in the same way about once a year at least hereafter. The transit routes have also come in for a generous share of weal, and one can hardly take a car in any part of the city without running upon one or more of the visitors who have come to join New York in honoring the third Admiral. They are always duly interested and impressed, and often too much taken up with what they see about them to recollect the kindness with which the weather clerk has treated them.

RAILROAD TRAINS CROWDED.

The railway companies leading into the home of Father Knickerbocker can attest the fact that his guests at present are many. Not one of them but sent train after train into the New York or New Jersey terminals yesterday considerably lengthened out, and filled to the brim. The trains, as a whole, carried many times their usual number of passengers, and in almost all cases several sections had to be put on in order to adequately handle the traffic. The reduced Dewey Day rates began to show their first effectiveness yesterday.

"Our trains are all full," said Charles S. Lee, general passenger agent of the Lehigh Valley Railroad, yesterday. "I am afraid that if the weather is fine to-morrow, every road leading into New York will find it difficult to carry the people who want to come. It looks as if we all might be swamped. At present our trains are coming in two, three, and four sections, all crowded. We are not running any extra trains, but simply keep the extra sections waiting at the various stations. As a train goes on its way, and gets filled up, we simply send it on to its final destination without allowing it to make any more stops, and the passengers who would have boarded it are accommodated instead on a fresh section, which is run out from the station where the other train made its last stop. When this train in turn gets filled up, it is sent on its way without further stops, and another section is run in to take its place as an accommodation train.

"We are bringing in some troops as well as civilians. The Ninth Pennsylvania arrives to-day over our line, and we shall bring in some more troops to-morrow morning."

A representative of the passenger department of the Erie Railroad said yesterday that the line was carrying about seven or eight times its usual number of passengers to New York City. "In some cases," said he, "a train will carry ten times as many passengers. They are coming in with five sections at times—all crowded. People from the western part of the State are coming in great numbers. We bring in some troops from Ohio to-night and to-morrow morning, some New York troops will arrive on our line. We do not anticipate any likelihood of being unable to handle all our traffic.

"There is a comparatively small number of people from points west of Chicago. From Chicago and Cleveland and Cincinnati there is a fairly good degree of traffic."

The Grand Central Station was a scene of bustle yesterday, a constant stream of people being unloaded there till after midnight. All the express trains coming in there arrived in sections. The station men were kept busy in hustling the crowds out of the station as fast as they arrived. An extra force of employes will be kept going till after the celebration. The force of men in the baggage department has been almost doubled. There was not room enough in the baggage room for all the luggage and some of it had to be piled outside.

W. B. Hunter of the passenger department of the Delaware, Lackawanna and Western Railroad reported a highly crowded condition of the trains yesterday. "Some of our trains which customarily have four cars came in to-day with eight," said he. "I saw one train so long that, while the engine was as far front as it could be, three or four cars stuck out of the train shed at the rear. There are two or three extra cars on all the trains.

"Last night I went out to Orange, N. J., on the line and saw the aisles of the train crowded. An old commuter on the road told me that this was the first time he had seen the aisles of a Lackawanna train crowded. It was due, I presume, not only to multitudes of people returning from a visit to the city to view the decorations, but to the fact that some people coming to this part of the country from a distance are stopping over night with their relatives in suburban towns, and not in the city. Those who stay here sometimes have to pay remarkable prices for board. In one case of which I know a man was asked $30 for six days' lodging, without meals, in an ordinary boarding-house. And he had to take it for the whole six days in order to get it for even one day."

The boarding houses are, as a fact, being aided by many of the hotels to turn an honest and enterprising penny. The good hotels have lists of reputable and comfortable boarding houses, or places where rooms may be rented, in their vicinity, and thither they send those applicants for quarters whom they cannot care for, and who are willing to go. "We have filled about a dozen of these boarding houses already," said the clerk at the Imperial yesterday evening. "We are absolutely full here—not a room to spare."

This condition, enviable as it is, was reported by a number of other hotels, not only those noted for elegance and modern equipment, but others of good standing but less celebrated. In general, it may be said that all the good hotels in town have practically as much business as they can attend to. A clerk at the Waldorf-Astoria said last night that there was still a little leeway at the hostelry, but that he thought it would shortly be filled. "There will probably be some room again to-morrow," he added, "because of further departures."

HEAVY TRAFFIC ON THE CARS.

The traffic on the elevated and surface car lines was noticeably heavy yesterday. The Manhattan Elevated people are preparing in the worst of the rush to run trains below Fifty-ninth Street at the rate of 140 a minute. That is to say, north and south bound trains on all lines of the system passing a given point would total 140 in sixty seconds. The guards have received no specific instructions to shout out the names of places of interest near the various stations for the benefit of strangers in town, but seem to take a more paths many ways about the information regarding traffic connections which they are supposed to shout every day, anyhow. To-day they will call to passengers waiting at the stations: "Train for Harlem and Grant's Tomb" when they are bound for that vicinity.

At the offices of the Metropolitan Street Railway Company it was said yesterday that the company always ran as many cars as it could, and would therefore be unable to put additional carrying capacity at the service of the public on this occasion. The cars all over the city did tremendous business yesterday. On Broadway in the middle of the afternoon they were uncommonly crowded, and in some cases women passengers found it a physical impossibility to board them. A car would stop to take on a party of people and a few members of the party would board it, and then have to get off again, exclaiming, "Well, we declare!" or words to that effect, when they found they should have to either forsake the car or their friends.

A number of the lines will be quite blocked to-morrow by the land parade, such, for instance, as the Fifty-ninth Street cross-town line. But whenever the parade crosses a car route, the "next car" is available, that is, a switch to enable a car to get from one track to another, it will be possible to use the tracks on either side of the parade. The company officials say they will give as good service as the parade will permit.

MAYOR OF CHICAGO ARRIVES.

Mr. Harrison Calls on Mayor Van Wyck and Talks Politics.

There were lively times about the headquarters of the Chicago delegation at the Gilsey House yesterday. The rooms have been handsomely decorated, and the Chicagoans hovered about them awaiting the arrival of Mayor Carter H. Harrison, who was expected at 1:30 o'clock. The committee wanted to meet the Mayor with a brass band and escort him to the Gilsey House, but Mayor Harrison directed by telegraph that there should be no ostentatious display.

The train was more than an hour late, and a delegation of six, headed by E. R. Brainerd, greeted Chicago's executive officer and escorted him to the hotel. Mayor Harrison at once made for the barber's shop, while a luncheon was being prepared. After partaking of refreshments the Mayor was driven to the City Hall, where he paid his respects to Mayor Van Wyck.

When Mayor Harrison returned to the hotel he received many callers. "I don't know what ex-Gov. Altgeld is doing," he said. "We do not speak as we pass by. I know that he won't go to the National Democratic Convention as a delegate from Cook County. I am not much of a boss, but I am boss enough to say who shall go as National delegates from Cook County. Altgeld can't break into it with an ax.

"There is no truth in the report that I am a candidate for the Vice Presidential nomination. I am not a candidate for anything. Would I accept a nomination for Governor? I might. There is more in the Governorship talk than there is in the Vice Presidency rumor. There are some pleasant features connected with the Governor's office, but the Vice Presidency would not be at all congenial. There is no doubt that Illinois will elect a solid Bryan delegation."

The Chicago delegation will board the steamer City of Lawrence at Pier 24, East River, at 10:30 o'clock this morning. A band will accompany them. After the naval parade the members will disperse and enjoy themselves in their several ways, and will not be called together again as a body until Sunday, when they will meet at the Gilsey House at 9:30 o'clock and, headed by Mayor Harrison, will proceed to the Waldorf-Astoria, where they will extend a formal invitation to Admiral Dewey to visit Chicago at his pleasure.

Mayor Harrison will witness the naval parade from the city's boat Sandy Hook, and will ride in the land parade to-morrow.

BIG FIRE IN NORFOLK.

Southern Railway Freight Sheds and Warehouses All Ablaze.

NORFOLK, Va., Sept. 29.—The Southern Railway freight sheds at Pinner's Point, two miles down the river from here, are on fire.

The whole property seems to be ablaze. There are four or five warehouses, about 500 feet long, burning.

A tea table dainty that never cloys; a morsel that everyone enjoys.

Uneeda Jinjer Wayfer

A product of the bakeries which have been made famous by Uneeda Biscuit. Sold only in a sealed, moisture proof package, which insures its perfect freshness.

EVERY AMERICAN SHOULD CARRY A WALTHAM WATCH. THE BEST POCKET TIMEPIECE IN THE WORLD.

ON THE PROGRAMME TO-DAY

Mayor's Formal Welcome to be Extended to Admiral Dewey.

NAVAL PARADE IS TO FOLLOW

President's Salute at Grant's Tomb, with Colors Half Masted—Grand Display of Fireworks.

The programme arranged for to-day's part of the Dewey celebration includes the formal welcome to the city of the Admiral by the Mayor at 11 o'clock, the naval parade this afternoon, and the illuminated water pageant on both rivers and the upper bay, and fireworks displays all over the city to-night.

At 10 o'clock Mayor Van Wyck will go aboard his boat, the Sandy Hook, at Pier A, North River. Besides the city's official head, there will be on the Sandy Hook the members of the Municipal Assembly, the distinguished guests of the city, and members of the Executive Committee, numbering in all, with the women of their families, about 800 persons. The Sandy Hook will reach Tompkinsville shortly before 11 o'clock.

As has already been arranged, the Mayor, his secretary, Alfred M. Downes; President Guggenheimer of the Council, and President Woods of the Board of Aldermen, will leave the Mayor's boat at 11 o'clock, on the police boat Patrol, and be taken to the Olympia, where the Mayor will formally welcome Admiral Dewey to the city. After the return to the Sandy Hook Admiral Dewey, with his chief of staff, will make a call on the Mayor. When this ceremony is completed, the city's guests—or at least a part of them—will be presented to the Admiral. On behalf of the city, St. Clair McKelway will also present to the Admiral the gold and jeweled medal which has been prepared for him. The Admiral will then return to the flagship.

These ceremonies, it is expected, will occupy about an hour, during which time the sailors on the men of war will have their dinners, and luncheon will be served for the people on the Mayor's vessel. In the meantime the vessels which will take part in the naval parade will take their positions, ready to fall into their places when the signal is given for the column to move.

THE NAVAL PARADE.

The parade will form in four great divisions, the place of honor, of course, being given to the ships of the Navy, led by the stately Olympia, under escort of the Mayor's boat, the Sandy Hook. The first escorting division will be composed of yachts, under command of Commodore J. Pierpont Morgan. In this division the steam yacht Erin, Sir Thomas Lipton, will follow immediately behind the flagship Corsair. Behind the yachts will come the vessels of the merchant marine, about ninety in number, and then the tugs, propellers, steam barges, and unattached vessels.

The column will move up the North River at a speed of eight knots, to a point off Grant's Tomb, where the schoolship St. Mary's will be anchored as a stakeboat. As the men-of-war pass the Tomb, they will fire the President's salute of twenty-one guns, with colors half-masted. The entire parade will then round the stakeboat, and the warships will come to anchor in a line south of the St. Mary's, with the Olympia at the head of the column. The remainder of the ships will continue down the river, giving those on the various vessels an opportunity of seeing at close range the Admiral, who will be on the Olympia's bridge.

Accustomed as he is to being "under fire," Admiral Dewey will to-night see himself "in fire" for the first time. His portrait will be displayed at a dozen different points this evening in what the pyrotechnists promise will be the finest fireworks programme ever given in this country.

Beginning at 7:30 o'clock, simultaneous displays will be given close to the anchorage of the Olympia, on the Hudson River near One Hundred and Tenth Street, and on Ward's Island, in the East River. As these are concluded, the illuminated craft on which they are to be given will drop down to the Battery, where they will join forces for the final and greatest show of all at Governors Island, Bedlow's Island, and about the harbor.

BEST FIREWORKS DISPLAYS.

The most elaborate exhibitions and those best worth seeing will be in the vicinity of the Olympia and off the Battery. Starting at 8 P. M., however, there will be fine displays simultaneously at Mount Morris Park, at the Fifth Avenue and Fifty-ninth Street entrance to Central Park, at Union Square, at the City Hall, at the junction of the Southern Boulevard and the Concourse, at the Soldiers and Sailors' entrance to Prospect Park, at the Brooklyn Borough Hall, and at the Court House in Long Island City. There will be thirty-three features in the programme to be presented near the Olympia's anchorage, chief among which will be a fine picture of the Olympia herself, covering a thousand square feet of space, a monster motto, "Welcome Home, Victorious Admiral," and, to conclude, a portrait in flame of the Admiral. Interspersed with these will be salutes of aerial maroons, flights of big multi-colored bombs, aquatic pieces, including fiery fish, torpedoes, and great discharges of golden showers, and salvos of enormous shells. Midway of the display there will be a magical illumination of the entire squadron, producing a daylight effect. A novelty will be a device symbolical of "Our Empire," formed by a mammoth combination shell, which, at a height of 1,000 feet, will release a large bomb with red, green, blue, and white stars, representing the United States, instantly followed by a silver shell for Puerto Rico, and finishing with a number of smaller shells for the Philippines.

The arrival of the fireworks flotillas off the Battery, which is scheduled for 8:30 P. M., will be heralded by a salute of 101 aerial guns, followed immediately by the illumination of Governors, Bedlow's, and Ellis Islands and the ascent of big balloons bearing magnesium lights. The set pieces will be a reproduction in fire of the flagship, the "Electric Circle," produced "a marvel of shimmering brightness"; the "Column of Victory," the "Grove of Jeweled Palms," and another colossal portrait of Admiral Dewey. The programme will wind up with "the Dewey Bouquet," of 5,000 large rockets and "feu de joie," showing "Good Night" in big block letters.

With these pyrotechnic performances going at eleven different places at once, it is calculated that every one of the hundreds of thousands of visitors to the city will be able to get a fairly good view of one or the other of the displays. The greatest crowds are expected, however, at the Battery and off the Olympia's anchoring place.

THE POLICE ARRANGEMENTS.

The police arrangements for the naval parade and night pageant will be under the personal control of Chief Devery, who will have the Patrol as his flagship. An escort of police boats will accompany the Mayor's boat, the Sandy Hook, from Pier A, in the morning, on the Mayor's trip to the Olympia. After the start of the parade, Chief Devery will direct the movements of the police fleet by means of signals from the Patrol. A force of patrolmen, under command of Captains and Sergeants, will also be supplied to the vessels of the various commanders of divisions in the parade, and to the large excursion boats.

Inspector Harley will be in charge of the shore arrangements on the North River from the Battery to Fourteenth Street, and will be assisted by 6 Captains, 25 Sergeants, 40 Roundsmen, and 1,000 patrolmen; Inspector John H. Grant will be in charge from Fourteenth Street to Fifty-ninth Street, and will be assisted by 5 Captains, 20 Sergeants, 30 Roundsmen, and 750 patrolmen; Inspector Kane will have charge from Fifty-ninth Street to north end of parade, assisted by 7 Captains, 30 Sergeants, 50 Roundsmen, and 1,250 patrolmen.

Special arrangements have been made for the policing of the Brooklyn Bridge during the night display. The Manhattan end of the arrangement is under direction of Inspector Cross, who will have at his disposal 500 men. The people on the bridge will be kept moving, those going toward Manhattan using one part of the structure, and those going toward Brooklyn using another. No person will be allowed to stand on the roadways, and after the cars have started no person will be allowed to get off them. All vehicles except cars will be kept off the bridge from 6 to 10 P. M.

THE CHICAGO AND HER POSITION

Howison's Boat Will Be the Last of the Big Warships in the Parade, the Second Place of Honor.

The tars on Rear Admiral Howison's cruiser Chicago worked to such good effect on Wednesday and yesterday morning that by noon she presented quite a bright appearance, and from the shore she will look as smart as any other of the ships in line. The Chicago, it was said yesterday, will be the last of the big warships in the procession. This, Rear Admiral Howison explained, was the second place of honor.

"I see that quite a fuss is being made in some quarters over the position of the Chicago in the parade, and the fact that my ship will not follow immediately after the Olympia, and before the New York, is thought to be significant of trouble of some kind," said he. "This is altogether wrong, and the supposition grew out of ignorance of naval etiquett and matters. There is not the slightest friction anywhere. Admiral Dewey, Rear Admiral Sampson, and myself are anxious to see everything go off smoothly and happily and everybody have a good time. To this end we will do all we can.

"No question of precedence has arisen, and it would be impossible for such a question to arise in the navy. It is all foreseen and provided for by the rules, which none may disobey. The position of each cruiser and battleship will be taken in accordance with these rules, which is to say that they will proceed up the river in the order in which we are now anchored as each vessel actually occupies its proper place. I dropped into my proper place, in the rear of the line, as soon as I entered port.

"In column ahead the leading ship has the place of honor. The second place of honor is the rear; thus if we were to go in line abreast, the Olympia would be on the right and the Chicago on the left of the line. My present position at the rear of the North Atlantic Squadron would be the head of the second squadron, if any more ships were here. You see, it is very easy to explain and to understand.

"The fact that Rear Admiral Sampson had to lower his blue flag, with two stars, and hoist his red flag, with two stars, when I arrived, does not amount to a row of pins. It is a mere matter of etiquette, and nothing more. Rear Admiral Sampson, for instance, ranks Rear Admiral Phillip, if I were to go to the navy yard, he would fly the blue flag, and Phillip would lower his blue flag and hoist the red one. If I was also to go to the yard Sampson would immediately change his blue for a red flag, and Phillip would change his red flag for a white one, as being junior to Sampson and me. That is all there is to it."

STOCK EXCHANGE CELEBRATION.

Seventh Regiment Band Furnishes Music for Parading Brokers.

The members of the New York Stock Exchange celebrated their three days' holiday and their sentiments in regard to Admiral Dewey in very hearty and boisterous fashion yesterday. The Seventh Regi

DETAILS OF LAND PARADE

List of the Different Organizations and Their Positions.

NEARLY 33,000 MEN IN LINE

The Start Will Be Made at 11 o'Clock —Bands for the Sailors and Marines.

Major Gen. Charles F. Roe, as Chairman of the Committee on Land Parade, yesterday issued a general order in regard to the principal feature of to-morrow's celebration. In this order the names and positions of the organizations participating in the parade are for the first time fully and officially set forth.

The troops will rendezvous in Broadway, Claremont Avenue, Amsterdam Avenue, Columbus Avenue, and in the numbered streets between West One Hundred and Sixteenth and West One Hundred and Twenty-sixth. They will move through One Hundred and Twenty-second Street to Riverside Drive, to Seventy-second Street, to Central Park West, to Fifty-ninth Street, to Fifth Avenue, to the south side of Washington Square, where they will be dismissed. The column will move at 11 o'clock, and, according to Gen. Roe's calculation, its head will reach the arch at Twenty-fourth Street two hours later. Including the naval battalions from the Olympia and the North Atlantic Squadron, there will be about 32,500 men in the marching column.

Bands have been provided by the committee for the Olympia's battalion and the sailors and marines from the North Atlantic Squadron. No music will be furnished for out-of-town troops, but many organizations, especially those which come as regiments or battalions, will have bands of their own, so it is not likely that there will be a noticeable paucity of music in the column. The arrangement of the guests and officers who ride in carriages was made yesterday by the Reception Committee.

The organizations which will take part and the order in which they will march, together with the names of those in carriages, is as follows:

Police.
Major Gen. Charles F. Roe,
Chairman of Committee on Land Parade, and Staff.
Sousa's Band.
Battalion of sailors from the Olympia,
Commanded by Lieut. Commander George P. Colvocoresses.
First carriage—Mayor Robert A. Van Wyck, Admiral George Dewey.
Second—Capt. Frank Wildes, United States Navy; Capt. J. B. Coghlan, United States Navy.
Third—Capt. N. H. Dwyer, United States Navy; Capt. S. P. Lambertson, United States Navy.
Fourth—Capt. Asa Walker, United States Navy; Commander E. P. Wood, United States Navy.
Fifth—Lieut. P. H. Brumby, United States Navy; Lieut. W. H. Caldwell, United States Navy.
Sixth—Lieut. Commander A. C. Hodgson, United States Navy; Ensign W. P. Scott, United States Navy.
Seventh—Rear Admiral H. E. Howison, United States Navy; Randolph Guggenheimer, President of Council.
Eighth—Capt. P. H. Cooper, United States Navy; Lieut. H. C. Poundstone, United States Navy; Lieut. W. B. Whittlesey, United States Navy.
Ninth—Rear Admiral W. T. Sampson, United States Navy; Thomas F. Woods, President of the Board of Aldermen.
Tenth—Capt. T. F. Jewell, United States Navy; Capt. C. J. Train, United States Navy; Lieut. Commander Nathan Sargent, United States Navy; Lieut. Commander W. H. H. Sutherland, United States Navy.
Eleventh—Capt. F. E. Chadwick, United States Navy; Capt. H. C. Tallor, United States Navy; Lieut. Commander C. McR. Winslow, United States Navy; Lieut. E. L. Bernett, United States Navy.
Twelfth—Rear Admiral J. W. Philip, United States Navy; St. Clair McKelway, Commander J. D. J. Kelley.
Thirteenth—Pay Inspector D. A. Smith, United States Navy; Naval Constructor W. L. Capps, United States Navy; Lieut. Commander F. H. Bailey, United States Navy.
Fourteenth—Pay Inspector J. Foster, United States Navy; Medical Inspector P. Fitzsimmons, United States Navy; Surgeon C. Biddle, United States Navy; Lieut. A. C. Almy, United States Navy.
Fifteenth—Pay Inspector H. G. Hobbs, United States Navy; Commander W. S. Bailey, United States Navy; Surgeon J. D. Capewood, United States Navy; Lieut. J. H. Gibbons, United States Navy.
Sixteenth—Paymaster L. G. Borgs, United States Navy; Lieut. Commander C. First R. Dixon, United States Navy; Paymaster J. S. Carpenter, United States Navy; Capt. G. Barnett, United States Marine Corps, United States Navy.
Seventeenth—Surgeon G. E. H. Harman, United States Navy; Surgeon L. G. Heusberger, United States Navy; Lieut. M. Bristol, United States Navy; Paymaster F. P. Harris, United States Navy.
Eighteenth—Surgeon J. C. Byrnes, United States Navy; Lieut. Commander R. C. Denig, United States Navy; Lieut. W. H. Buck, United States Navy; Lieut. E. R. Pollock, United States Navy.
Nineteenth—Delaware, Gov. E. W. Tunnell, Adjutant General, and Vernon M. Davis and David A. Boody.
Twentieth—Pennsylvania, Gov. W. A. Stone, Adjutant General, and N. O. Fanning and Frank C. Loveland.
Twenty-first—New Jersey, Gov. F. H. Voorhees, Adjutant General, and William J. Sewell and A. S. Gebhs.
Twenty-second—South Carolina, Gov. B. McSweeney, Adjutant General, and A. M. Downes and W. J. K. Kenney.
Twenty-third—North Carolina, Gov. D. L. Russell, Adjutant General, and Emanuel Blumenstell and W. W. Fuller.
Twenty-fourth—Rhode Island, Gov. Elisha Dyer, Adjutant General and Hugh J. Grant and Howard Carroll.
Twenty-fifth—Vermont, Gov. E. C. Smith, Adjutant General, and William R. Hearst and Lieut. Gov. T. L. Woodruff.
Twenty-sixth—Tennessee, Gov. Benton McMillin, Adjutant General, and J. P. Kane and William C. Bryant.
Twenty-seventh—Ohio, Gov. A. S. Bushnell, Adjutant General, and Col. William L. Brown and ex-Mayor Strong.
Twenty-eighth—Louisiana, Adjt. Gen. W. C. Wallace, and John W. Vrooman and F. F. Fitzgerald.
Twenty-ninth—Mississippi, Adjt. Gen. W. N. Henry, and Silas B. Dutcher and H. F. Gunnison as escort.
Thirtieth—Oregon, Gov. T. P. Geer, Adjutant General, and escort.
Thirty-first—West Virginia, Gov. J. W. Atkinson, Adjutant General, and Charles A. Schieren and Murat Halstead.
Thirty-second—Wyoming, Gov. De Forrest Richards, Adjutant General, and Rufus B. Cowing and James Sheylin.
Thirty-third—Utah, Gov. H. M. Wells, Adjutant General, and Fred S. Coler and Nicholas Muller.
Thirty-fourth—Major Gen. Nelson A. Miles and aide, United States Army, with ex-Gov. Levi P. Morton and Edward Lauterbach as escort.
Thirty-fifth—Major Gen. Wesley Merritt, United States Army, and aide, with W. W. Foster and John C. Calhoun.
Thirty-sixth—Rear Admiral Joseph M. Miller, United States Navy, and Rear Admiral W. S. Schley, with William Berri.
Thirty-seventh—Gen. W. S. Shallenberger, Charles H. Cramp, and Lewis Nixon.
Thirty-eighth, Thirty-ninth, and Fortieth—Special Reception Committee, Chauncey M. Depew, Richard Croker, and William McAdoo.
Forty-first, Forty-second, Forty-third, and Forty-fourth—Municipal Assembly Committee: John F. McCall, Elias Goodman, George A. Burrell, J. J. Smith, Jacob J. Velton, James E. Gaffney, Matthew E. Dooley, Benjamin Bodine, Adolph Rottenroth, Frank Goodwin, J. Hendricks, John T. Oakley, John J. McGarry, Adam Leich.

NAVAL BRIGADE OF NORTH ATLANTIC FLEET.

Capt. Charles M. Thomas, United States Navy, Commanding, and Staff.
First Battalion.
United States Marines.
Major Paul St. Clair Murphy, United States Marine Corps, Commanding, and Staff.
First Company, commanded by Capt A. C. Doyen.
Second Company, commanded by Capt. T. P. Kane.
Third Company, commanded by Capt. P. M. Bannon.
Fourth Company, commanded by Capt. J. A. Lejeune.
Second Battalion.
Sailors of the New York,
Lieut. Commander W. P. Potter,
Commanding, and Staff.
First Company, commanded by Lieut. J. B. Blish.
Second Company, commanded by Ensign H. P. Perrill.
Third Company, commanded by Ensign A. J. Wadhams.
Third Battalion.
Sailors of the Texas,
Lieut. Commander G. B. Harber,
Commanding, and Staff.
First Company, commanded by Lieut. H. Phelps.
Second Company, commanded by Ensign F. K. Holman.
Third Company, commanded by Ensign O. D. Duncan.
Fourth Battalion.
Sailors of the Indiana,
Lieut. Commander J. C. Wilson,
Commanding, and Staff.
First Company, commanded by Lieut. T. Washington.
Second Company, commanded by Lieut. W. K. Harrison.
Third Company, commanded by Lieut. H. J. Ziegemeier.
Fifth Battalion.
Sailors of the Massachusetts

Lieut. Commander K. Niles,
Commanding, and Staff.
First Company, commanded by Lieut. S. S. Wood.
Second Company, commanded by Lieut. W. R. Shoemaker.
Third Company, commanded by Lieut. V. Blue.
Sixth Battalion.
Sailors of Brooklyn,
Lieut. Commander D. Mahan,
Commanding, and Staff.
First Company, commanded by Lieut. E. Simpson.
Second Company, commanded by Lieut. J. G. Doyle.
Third Company, commanded by Lieut. J. P. J. Ryan.
Seventh Battalion.
Sailors of the Lancaster,
Lieut. Commander H. T. Houston,
Commanding, and Staff.
First Company, commanded by Lieut. W. B. Whittlesey.
Second Company, commanded by Lieut. J. Strauss.
Third Company, commanded by Lieut. W. D. MacDougall.
Fourth Company, from the Dolphin, commanded by Lieut. J. C. Cole.
BRIGADE, UNITED STATES ARMY.
Col. John I. Rogers, Fifth United States Artillery,
Commanding, and Staff.
West Point Band.
Corps of Cadets, United States Military Academy,
Commanded by Lieut. Col. Otto L. Hein.
Battalion of Engineers,
Companies C and D.
Two Battalions of Fifth Artillery,
Commanded by Lieut. Col. Tully McCrea, Fifth Artillery,
consisting of
First Battalion of Batteries A, B, M, and O,
Second Battalion of Batteries I, L, and N.
Battalion of Seventh Artillery,
Consisting of Batteries B, H, I, K, and L.
Battalion of Artillery,
Composed of Batteries B and N, First Artillery,
I, Fourth Artillery, and N, Seventh Artillery.
Battalion of Mounted Artillery,
Composed of Siege Battery K, Fifth Artillery,
and Light Battery C, Seventh Artillery.
STATE OF NEW YORK.
Gov. Theodore Roosevelt,
Commanding, and Staff.
Squadron A as escort.
Commanded by Major Oliver Benedict Bridgman.
National Guard.
Brig. Gen. James McLeer,
Commanding, and Staff.
Second Brigade.
Second Signal Corps and escort,
Capt. Charles Baker Baldwin, Commanding.
Forty-seventh Regiment, Col. John G. Eddy.
Twenty-third Regiment, Col. Alexis Cutler Smith.
Fourteenth Regiment, Col. Bertram Tracy Clayton.
Thirteenth Regiment, Lieut. Col. George D. Russell.
Seventeenth Separate Company, Capt. John F. Klein.
Third Battery, First Lieut. George Edgar Laing.
Troop C, Capt. Charles I. De Bevoise.
Fourth Brigade.
Brig. Gen. Peter C. Doyle,
Commanding, and Staff.
Fourth Signal Corps and escort,
Capt. Charles Plumb, Commanding.
Sixty-fifth Regiment, Col. Samuel M. Welch, Jr.
Seventy-fourth Regiment, Col. George C. Fox.
Provisional Regiment, Major William Wilson, composed of
First Battalion, formed of the First, Thirteenth, Twenty-fifth, Twenty-ninth, Forty-second, and Forty-third Separate Companies.
Second Battalion, formed of the First, Eighth, Thirty-fourth, and Forty-seventh Separate Compahies.
Third Battalion, formed of the Second, Thirtieth, Forty-first, and Forty-eighth Separate Companies.
Third Brigade.
Brig. Gen. Robert Shaw Oliver,
Commanding, and Staff.
Third Signal Corps as escort,
Capt. Edward Jonathan Wheeler, Commanding.
Second Regiment, Col. James Horace Lloyd, consisting of
the Sixth, Seventh, Ninth, Twelfth, Eighteenth, Twenty-first, Twenty-second, Thirty-first, Thirty-second, Thirty-sixth, Thirty-seventh, and Forty-sixth Separate Companies.
First Regiment, Col. Robert T. Emmet, consisting of
the Third, Fourth, Fifth, Tenth, Eleventh, Fourteenth, Fifteenth, Sixteenth, Twentieth, Twenty-third, Twenty-fourth, and Thirty-third Separate Companies.
Provisional Regiment, Major James L. Hyatt, composed of
Tenth Battalion and Fourth Battalion, the latter consisting of the Twenty-seventh, Twenty-eighth, Thirty-ninth, Fortieth, and Forty-fourth Separate Companies.
Sixth Battery, Capt. Laurel L. Olmsted.
First Brigade.
Brig. Gen. McCoskry Butt, Commanding, and Staff.
Detachment First Signal Corps as escort.
Twenty-second Regiment, Col. Franklin Bartlett.
Ninth Regiment, Col. William F. Morris.
Twelfth Regiment, Col. George Rathbone Dyer.
First Battery, Capt. Louis Wendel.
Fifth Brigade.
Brig. Gen. George Moore Smith, Commanding, and Staff.
Detachment First Signal Corps as escort.
Seventh Regiment, Col. Daniel Appleton.
Sixty-ninth Regiment, Col. Edward Duffy.
Eighth Regiment, Col. James Morgan Jarvis.
Seventy-first Regiment, Major William G. Bates.
Second Battery, Capt. David Wilson.
Naval Militia.
Capt. Jacob William Miller, Commanding, and Staff.
First Naval Battalion, Commander William Butler Duncan, Jr.
Second Naval Battalion, Commander Robert Pierpont Forshew.
Second Separate Naval Division, Lieut. Edward Newton Walbridge.
Old Guard, City of New York,
Major S. Ellis Briggs, Commanding.
PENNSYLVANIA.
Gov. Stone and Staff.
Brig. Gen. John W. Schall, First Brigade, Commanding.
Second Regiment.
Ninth Regiment, Col. C. B. Dougherty.
Tenth Regiment.
Third Regiment, Col. Robert Ralston.
NEW JERSEY.
Gov. Voorhees and Staff.
Brig. Gen. P. Farmer Wanser, Commanding Brigade, and Staff.
First Regiment, Col. and Brevet Brig. Gen. Edward A. Campbell.
Fourth Regiment, Col. Robert G. Smith.
Naval Reserve Battalion of the East, Commander Washington Irving.
Naval Reserve, Battalion of the West, Commander Harry C. Cohen.
Battery A, Capt. Walter B. Adams.
First Troop, Capt. Wayne Parker.
GEORGIA.
Col. Alexander R. Lawton,
First Regiment Georgia Volunteers, Commanding.
Provisional Regiment, Georgia Volunteers, composed of
One battalion of the Fifth Infantry, from Atlanta,
Commanded by Lieut. Col. Park Woodward.
One Provisional Battalion, consisting of detachments from the First, Second, and Fourth Regiments, commanded by Lieut. Col. Jordan F. Brooks.
CONNECTICUT.
Brigade National Guard,
Commanded by Col. Lucian F. Burpee, First Regiment.
First Company Governor's Foot Guard,
Commanded by Major Louis R. Cheney.
Second Company Governor's Foot Guard,
Commanded by Major Edward M. Clarke.
Second Regiment and Second Section Signal Corps,
Commanded by Lieut. Col. T. F. Callahan.
Fourth Regiment and Fourth Section Signal Corps,
Commanded by Col. Charles W. Hendrie.
Machine Gun Battery,
Commanded by Capt. William H. Sears.
Naval Battalion,
Commanded by Commander Edward V. Raynolds.
Second Company Governor's Horse Guards,
Commanded by Major Lucerne Ludington.
MARYLAND.
Fourth Regiment, National Guard, Col. Willard Howard, Commanding.
Fifth Regiment, National Guard.
SOUTH CAROLINA.
Gov. M. D. McSweeny and Staff.
One regiment South Carolina Volunteers,
Commanded by Col. John D. Frost, Jr.
Two battalions:
The first commanded by Major Henry Schachte, consisting of
Washington Light Infantry,
German Fusileers,
Sumter Guards,
Irish Volunteers,
Timonsville Guards.
The second commanded by Major E. M. Blythe, consisting of
Greenville Light Infantry,
Smythe Rifles,
Sumter Light Infantry,
Richland Volunteers.
NEW HAMPSHIRE.
Gov. Rollins and Staff.
Battalion of six companies,
Commanded by Lieut. Col. E. H. Knight, First Regiment, National Guard.
NORTH CAROLINA.
Gov. Russell and Staff.
Raleigh Light Infantry,
Capt. J. J. Bernard, Commanding.
Fayetteville Independent Light Infantry,
Capt. Eugene Watson, Commanding.
OHIO.
Gov. Bushnell and Staff.
Fourth Regiment, National Guard,
Commanded by Col. John C. Speaks.
Fifth Regiment, National Guard,
Commanded by Col. A. X. Zimmerman.
Unattached Companies of Infantry.
Company C, from Zanesville.
Company D, from Urbana.
Company F, from Wilmington.
Company L, from Middletown.
Gatling Gun Battery B, from Cincinnati.
INDIANA.
Indianapolis Light Artillery,
Commanded by Capt. James B. Curtis.
MISSISSIPPI.
Gen. William Henry, Adjutant General.
Col. R. M. Leahy, Chief of Staff.
Capt. D. Shelton, Lieuts. V. Jones and John H. Bushman, Aides de Camp,
Representing the Governor of the State.
Mississippi Rifles, Capt. Toombs.
Walthall Guards of Meridian.
Capt. E. M. Martin, Commanding.
MAINE.
Signal Corps,
Capt. G. W. Butler, Commanding.
FLORIDA.
Col. F. G. Brown, Aide de Camp.
Col. Winfield Scott Proskey, Chief of Ordnance.
Major E. H. Eldredge, Aide de Camp,
Representing the Governor.
Col. A. A. Wiley,
Representing State of Alabama.
Jacksonville Light Infantry,
One company from Pensacola.
One company from Tampa.
One company from Tallahassee.
TEXAS.
Company of Rifles of Corsicana.
DISTRICT OF COLUMBIA.
First Battalion, National Guard.
Company A, Second Battalion, National Guard, Capt. E. C. Edwards.
Company B, Second Battalion, National Guard, Ambulance Corps.
UNARMED DIVISION.
Major Gen. O. O. Howard, United States Army, retired, commanding unarmed part of the parade, and Staff.

War Veteran Escort,
consisting of
The Medal of Honor and the Loyal Legions.
Veteran Association of the One Hundred and Sixty-fifth New York Volunteers, Second Duryea Zouaves, Capt. Matthias Johnston, Commanding.
Veteran Association of the Fifth New York Volunteer Artillery,
Capt. Joseph H. Barker, Commanding.
Veteran Association of the Eleventh New York Volunteers,
Col. Nicholas Hartman, Commanding.
Veterans of Meagher's Irish Brigade,
Col. James Quinlan, Commanding.
Veterans of New York Mounted Rifle Regiment,
Color Guard, detachment of Medal of Honor Men and of the Loyal Legion.
Veteran Protective Association,
Col. John Ellison, Commanding.
Veterans' United States Navy Association,
Commanded by Henry V. Porter.
Veterans of the United States Regular Army and Navy Association,
Col. George App, Commanding.
Union Veterans' Union,
Col. P. H. O'Neill, Commanding.
First Mounted Veterans of New York City,
Col. William F. Walton, Commanding.
Sons of Veterans,
Major Charles Vetter, Jr., Commanding.
Union ex-Prisoners of War Association.
Veterans of the Civil War, not of any of the above organizations,
Major Gen. J. Warren Keiffer,
Commanding Veterans Spanish-American War, and Staff.
Col. John Jacob Astor and Staff.
Astor Battery,
Manhattan Volunteers Spanish-American War.
Col. William Henry Hubbell and Staff.
Brooklyn Volunteers Spanish-American War.

WHY HE WOULD NOT RIDE.

New Jersey's Governor, Who Ranks an Admiral, Refused to Salute Dewey.

Inasmuch as New Jersey's National Guard to the number of nearly 3,000 men will take part in the land parade to-morrow, it has been a source of considerable comment that Gov. Foster M. Voorhees of that State has decided to ride in a carriage instead of leading his troops on horseback.

A member of the Executive Committee whose attention was called to this situation said yesterday: "When Gov. Voorhees was invited it was with the expectation that he would lead his troops as all other Governors whose State guards will be present will do. There was, of course, nothing obligatory about this, but most of the Governors preferred to do so, and we took it for granted that Voorhees would.

"Finally one of his staff was asked why the Governor had chosen this course, and he replied that Gov. Voorhees felt that it would be beneath his dignity to give the first salute to an Admiral, as Governors, according to military customs, rank Admirals. We regret that Gov. Voorhees has decided as he has, but if it suits him, we are willing to watch him parade in a carriage instead of on a horse. Just the same, I believe that if the conditions were reversed, Admiral Dewey would not come to a similar decision."

MORE VISITING TROOPS HERE.

Come from Pennsylvania, Texas, and Indiana — Poor Quarters for Some, but All Are Having a Good Time.

Soldiers were much in evidence yesterday on New York's thoroughfares. Several trains brought militiamen from the West, the South, and even far-away Texas. The blue uniforms, the slouch hats, and the natty brown leggins were familiar sights on Broadway.

The boys are enjoying themselves immensely. Those Southerners who were quartered near the Bowery found abundance of entertainment, and enjoyed it hilariously. In most cases the places assigned to the soldiers are fairly comfortable, but some of the South Carolina boys and the Maine Signal Corps will find it cool sleeping if there is a change in the weather. The place assigned to them is a road house at One Hundred and Tenth Street and Lenox Avenue, and they must sleep in the long stables on straw and their own blankets. All others are well cared for.

"We-uns are all stuck on this place," said one of the South Carolina soldiers who are quartered at the Manhattan Lyceum, 66-68 East Fourth Street. "We thought it was a pow'ful big place yesterday," resumed the Southerner, laughingly. "We got over hyah on the ferry and then marched around the taown fo' three hours looking fo' East Fo'th Street. We like to froze to death, too," he added. "Last night was mighty chilly and we-uns had thin clo's. But I reckon we'll be warm 'nough on Saturday."

There are 750 South Carolinians at this place, and they are well fixed. They brought with them the First Artillery Band of Sullivan's Island, in Charleston Harbor. One of the companies is the Irish Volunteers, organized in 1788.

The Ninth Pennsylvania attracted a great deal of attention yesterday afternoon as they marched up Broadway to the Twelfth Regiment Armory. There were about 250 in line, and they were accompanied by a drum corps. They arrived over the Pennsylvania Railroad, landing at the foot of West Twenty-third Street.

Three hundred and sixty sturdy and bronzed men from Florida are at the Twenty-second Regiment Armory. They are an impressive lot, and are unmoved by the sights of New York, although almost all of them are on Manhattan Island for the first time.

"Say, old man," said a lounger at the armory, "what do you think of a good big city, anyway?"

"Oh, I dew'no. It'll do," responded the Floridian languidly, as he gazed vacantly at a passing automobile.

The sole Lone Star military organization present, the Garrity Rifles of Corsicana, arrived yesterday afternoon at 2 o'clock, and after leaving their blankets at the West Side Lyceum, at Fifty-second Street and Broadway, proceeded to see the sights and to fraternize with the Raleigh Light Infantry of North Carolina. The Garrity Rifles is one of Texas's crack regiments, and came to New York at the expense of its founder, W. D. Garrity, who is a partner of Roger Q. Mills.

The Indianapolis Light Battery, with four guns and sixty-five men, under Capt. J. P. Curtis, arrived at the Bay Street Ferry yards of the Pennsylvania Railroad in Jersey City yesterday morning. Their train of four cars was sidetracked south of the freight house, and will be the headquarters of the battery during its stay. The battery saw service in the Puerto Rican campaign.

Battery B of the Ohio National Guard, which arrived in the Jersey Central yards at Jersey City Wednesday evening remains in the Baltimore and Ohio train which brought it. The battery has four Gatling guns. Lieut. Patton is in command.

The Fifth Regiment of the Maryland National Guard, better known as the "Dandy Fifth," will arrive at the Twenty-third Street Ferry at 5 o'clock this morning, over the Baltimore and Ohio Railroad, from Baltimore. The Fifth will march to the Lenox Lyceum, at Madison Avenue and Fifty-ninth Street, where it will quarter until Sunday. The Fifth is the crack regiment of its State, and travels at its own xpense. It participated in the Grant Tomb ceremonies.

Several Pennsylvania regiments are also expected to-day as well as troops from the District of Columbia, Georgia, Indiana, Connecticut, and Maine.

CITY FATHERS IN DESPAIR.

Nearly 1,500 Tickets to Their Stand Stolen, and Seven Lawmakers May Suffer on Election Day.

Several members of the Council and Board of Aldermen who have been promising for weeks "to take care of" their constituents by giving them tickets for the public stands for to-morrow's parade, found themselves yesterday deprived of all power to redeem their promises, and a consequent falling off in their votes will surely be noticed at the coming election unless by some means they are able to "square" themselves. The reason for this condition is that somebody stole from the Governor's Room in the City Hall on Wednesday night nearly 1,500 tickets for seats in the Municipal Assembly stand at Fifty-ninth Street and Central Park West. In the lot were the tickets allotted to Councilmen Hart and Hyland and Aldermen Gass, Schmidt, Kelley, Velton, and McAnenny.

When the tickets for this stand, some 9,500 in number, reached the City Hall on Wednesday afternoon, they were turned over to a committee, which divided them into 89 lots of 90 each. These were to be given to members of the Assembly. The balance were left to the Sergeants at Arms and other attendants for distribution. Most of the members of both boards were in the City Hall at the time, and they received their packages then. Others sent messengers, and the remaining parcels were left in the charge of the committee. The tickets were forgotten or mislaid, and some one "found" a part of them, and took good care that no one else would.

Those who had not received their tickets called yesterday. That they were not all disappointed is due to the fortuitous circumstance that the "finder" had overlooked a few packages. One of the first callers was Alderman Sherman, who was met with this demand: "Why, you've had yours. Some one signed for you yesterday."

"Let me see the signature," exclaimed Mr. Sherman.

The receipt book was handed to the Alderman, who promptly repudiated the signature, and declared, "I did not send anyone for my tickets." Without another word Mr. Sherman seized the first package at hand and walked out. Alderman Wentz of Brooklyn had a similar experience, and he, too, grabbed a parcel and left the building.

ENTIRE SUPPLY GONE.

When the others reached the City Hall they found that the entire supply was gone, and their groans were almost pitiful. They swore that they would be discredited with their constituents and that their prospects for election would be greatly damaged unless some provision was made for them. After a meeting in the corridor the aggrieved men went to the Mayor, who assured them that he was sorry but could not help them. One by one other members of the Assembly came along and sympathized with the sad seven, and finally the entire aggregation of lawmakers held a meeting, at which the theft was denounced in vigorous but unprintable terms, and the blame was finally laid on the committee to whom had been left the distribution of tickets. Few of the members of the committee were present, and these had no apologies to make.

Then those who had tickets began to remonstrate against the lack of ushers at the Assembly's stand. It was found that the Committee on Stands had neglected to get ushers, because the Sergeants at Arms had volunteered to look after this part of the programme. The wrath of the lawmakers then turned on the Committee on Stands, and it was agreed that if there is any deficiency in that committee's accounts, it would have to be met by the members of the committee, or else repudiated entirely.

As a makeshift, the Aldermen and Councilmen ordered the Sergeant at Arms of the Council, Col. Michael C. Padden, to engage a hundred messenger boys to direct the 9,500 persons who will be sent to the stand to their seats.

SAFETY OF THE PARADE STANDS

Building Department Looks For No Breakdowns — New Lumber Generally Used.

Many persons are doubtless anxious to know whether or not all of the reviewing stands which have so suddenly sprung up along the line of the Dewey parade are perfectly safe. A careful examination was made of all the large ones yesterday, and the Inspectors of the Building Department, who have been supervising their construction, were questioned.

Those along the lower part of the line of march have been built of heavier timbers than those above Fifty-ninth Street. The two very large stands near the arch seem to be particularly substantial. The upright supports are of double or triple spruce rafters nailed together. The Building Inspectors say that they are firmer than solid pieces of timber, because if there is an overstrain the rafters twist together and support each other.

The Building Department seems to have relied to a large extent upon its Inspectors' judgment in individual cases. Carpenters of experience have been stationed constantly on all of the large stands during their erection, and their orders have been carried out. They have relied on their own judgment and experience as to the size of timbers and the spacing between uprights. All of the Inspectors in Manhattan have been used, and a large force was called over from Brooklyn to assist.

"I have noticed," said the Permit Clerk at the Building Department yesterday, "that the men who are building the stands this year are very anxious to use good timber and to make everything safe. They have in nearly every case purchased entirely new lumber. So far as we know there has been no renting of timber. It was purchased, and will be resold after the parade is over.

LOOKS FOR NO BREAKDOWNS.

"The price of labor is cheap, on account of the carpenters' strike, and while lumber has been rather high, the stand builders are getting a good price for their seats, and they can afford, with the aid of cheap labor, to buy good strong spruce timbers for the upright and cross pieces. Some of the flooring is pine, but that is of little consequence.

"We have not insisted on bolts, as the cross pieces come, wherever possible, on top of the uprights, and this makes a solid stand. Many builders, however, have preferred to use bolts instead of nails, and, of course, their stands are doubly safe. I am confident, though, that the public need not fear any breakdowns."

Special attention has been paid by the Inspectors to the number of aisles on the large stands. They are eleven feet apart, running across, and ten rows of seats apart, running the length of the stands.

The number of stands erected for the occasion exceeds all estimates of the Building Department. The supply of lumber has been almost exhausted, and many of the stands will not be entirely completed until to-morrow morning. An effort has been made to keep them all in line, so that one will not stick out too far and spoil the view of people on adjoining stands.

The Inspectors are keeping a sharp eye on two structures which run right out to the edge of the pavement. They are both near the arch. They were built quite recently for the supposed purpose of protecting the pedestrians along Fifth Avenue while the buildings from which they project are being torn down. They are of very heavy timber, and not only spoil the appearance of the avenue, but obstruct the view from neighboring stands, which do not come to the edge of the pavement. If they are used for reviewing stands the Inspectors will probably take some action against the men who built them.

VISITORS ON NEW HAMPSHIRE.

Gov. Roosevelt, Accompanied by Some Friends, Calls on Commander J. W. Miller.

Gov. Roosevelt paid an official call on Commander J. W. Miller of the New York Naval Militia on board the United States training ship New Hampshire yesterday afternoon. When the Executive party drew alongside the ancient double-decker in the Admiral's launch from the Olympia the drums were ruffled, the sides manned, and Lieut. W. J. Henderson, one of the officers of the deck, drew up his men to receive the Governor with true naval ceremony and formality.

The Governor was accompanied by Adjt. Gen. Avery D. Andrews, Gen. F. V. Greene, Capt. Asa Walker of the Concord, Capt. E. B. Wood of the Petrel, Capt J. B. Coghlan of the Raleigh, Capt. Frank Wildes of the Boston, Capt. N. M. Dyer of the Baltimore, Lieut. Commander and Mrs. J. C. Fremont, Mrs. Leonard W. Wood, Mr. and Mrs. West Roosevelt, and Mrs. Theodore Roosevelt. Among those on board the New Hampshire were Mr. and Mrs. R. S. Sloane and the Misses Sloane, Mr. and Mrs. D. N. B. Sturgis, and Mr. and Mrs. W. Adams.

The Governor was received at the head of the gangway by Commander Miller, who presented Capt. William Butler Duncan, Jr. The Captain introduced to the Governor the officers of the First Battalion of the New York Naval Militia, who were drawn up in line in front of the men. Gov. Roosevelt shook each of the officers by the hand and expressed his pleasure at the meeting.

The introductions through with, Gov. Roosevelt, with a quick movement, turned and faced the men of the battalion, and began speaking. The band stationed aft struck up a medley of National airs just then, and the strains of "Yankee Doodle" drowned the Governor's voice.

"I wish to speak," shouted the Governor to Commander Miller. "Stop that band for a few minutes, if you please."

The band was shut off in short order, and the Governor made a fresh start.

COMPLIMENTS THE MEN.

"Commander Miller, the appearance of the men and of the ship does you a great deal of credit," said he. "I want the members of the Naval Militia to understand that I appreciate fully what they did; to thank them for their military efficiency and to express my satisfaction that this organization has not been in the least disturbed by the events of or since the war.

"I was very much disturbed by the gross impropriety of some one in the Navy Department who gave out a report reflecting on the Naval Militia. I made it a personal matter and wrote to Secretary Long, who replied in a letter expressing his profound regret because of the occurrence.

"Admiral Dewey assured me only a few minutes ago of his great desire to visit you and begged me to tell you of his kindly interest. It was, however, a physical impossibility for him to come and see you, much as he wished to do so. Again I thank you for your faithfulness and efficiency."

There was a blare of trumpets, followed by cheers for the Governor, who bowed his thanks. The Governor and all of his companions save one then went over the boat on a tour of inspection with Commander Miller and Capt. Duncan. Capt. Dyer, who fought the Baltimore in the Philippines, wandered off by himself, returning some time after the other members of the Executive party had gained the main deck.

"This is a trifle old," said Capt. Dyer to the Governor, referring to the New Hampshire, "but they've got her as clean as a whistle, Sir; yes, Sir, clean as a whistle. I've just been poking around below and found everything ship-shape."

"I'm afraid the old lady wouldn't last long in a modern engagement," said Capt. Coghlan. "Just one shell properly placed would play everlasting smash with her."

"But she was a good ship in her time," ventured the Governor.

"Oh, yes; sufficient to the day, you know," replied Capt. Coghlan, with a laugh.

The Governor and the naval Captains chatted pleasantly for a few minutes with the guests on board, when the Governor was made captive by Capt. Forshew of the Second Naval Battalion, who begged him to pay a short visit to the members of his command on the yacht Aileen, lying close by. The Governor consented, and he and his party left for the yacht, where he shook hands with the officers and made a few complimentary remarks to the men. He then returned to the city.

TROUBLE OVER DEWEYS' SEATS

Visitors Will Now View the Parade from the Waldorf-Astoria—Visit to the Olympia.

The visiting relatives of Admiral Dewey had a busy day yesterday, and at least one of them suffered much annoyance, which was partly shared by the others. The principal sufferer was E. Wilkins Dewey, who devoted more than the entire forenoon in a vain attempt to secure the stand tickets which it was supposed had been set aside by the city, as the Deweys are guests of the municipality. Tickets finally reached the Waldorf-Astoria late in the afternoon.

The tickets will not be used by the Deweys, however. Instead the visitors will view the land parade from the state apartments at the Waldorf as the request of George C. Boldt. "I regret the difficulty about the tickets," said Lieut. William T. Dewey. "We did not ask for them. The Deweys are independent from the word go. They ask no odds from any one save God. They have always paid their way, and can continue to do so.

"But for the delay in attending to the ticket matter, we had a very pleasant day. My father, mother, sisters, myself, and others had a nice drive through the parks, along Riverside Drive, and many other places of interest, stopping at a moment for refreshments. We were greatly pleased with the many evidences of the hearty welcome accorded the Admiral by New Yorkers. It was most gratifying.

"Mr. and Mrs. J. L. Martin of Brattleborough, Fred E. Howland of Montpelier, and George P. Dewey of Portland, Me., did not reach the city until early this morning, and in the forenoon they went down to the Olympia in Rear Admiral Sampson's launch to see the Admiral. They were accompanied by my little niece, Miss Martin."

Miss Martin was about the happiest mortal at the hotel last evening, and she was showing, with a great deal of pride, some of the many mementos showered upon her by the officers and sailors of the Olympia. The party reached the flagship just as the officers of the fleet were paying their respects to Admiral Dewey.

Miss Martin looked on a while, and then remarking, "Well, this conversation don't interest me," went on a tour of inspection of the vessel. She did not lack for guides, and returned loaded down with presents. "I have seen everything," she said, "even to the Filipino pig."

Lieut. W. T. Dewey was asked whether the party brought the Admiral any maple sugar from Vermont. "No," he replied, with a smile, "but he will get his fill of that next month."

MAJOR SMITH CANNOT PARADE.

Justice Truax Denies Request of 71st Officer for a Madamus.

Major Clinton H. Smith of the Seventy-first Regiment will not be permitted to parade with his regiment to-morrow. Justice Truax, in the Supreme Court, yesterday refused to take immediate action in the case. He said that Major Smith has had plenty of time to bring proceedings, and now that he has delayed until the last minute, he cannot expect a Judge, who has not had time to consider the case, to give a snap judgment.

Col. Alexander S. Bacon appeared for Major Smith, and Judge Advocate General William W. Ladd appeared for Gen. Roe. Gov. Roosevelt was represented by Deputy States Attorney Coyne. Col. Bacon asked for a mandamus compelling Gen. Roe to restore Major Smith to his command immediately. He compared his client to Dreyfus, and said if Major Smith were made acquainted with the charges against him, he could disprove every one of them and establish himself as one of the best officers in the National Guard.

PARADE HASTENS MOVING.

The Dewey Visitor Sees a City Changing Its Domicile.

Out-of-town visitors who have strolled about the streets on the west side, north of Fourteenth Street, or on the east side in the streets adjacent to the line of to-morrow's big parade have probably been astonished at the numbers of moving vans that were busy. It must have looked to them as if the residents of New York were an ever-moving lot of people, or else that some folk are getting their household effects into place to make themselves comfortable while they camped out on the line of march.

The usual Fall moving days in New York are Sept. 30 and Oct. 1, but as Oct. 1 will fall on Sunday, moving day this Fall would be to-morrow, and as the big parade would interfere with moving, yesterday and to-day were the only days available for the purpose.

Vans were rushing here and there all day yesterday, sometimes as many as half a dozen being crowded into one street. The big storage warehouses up-town, where families that have been in the country all Summer have had their furniture

The Wanamaker Store.

To-day and To-morrow

THE store is open all day to-day. It will be closed all day to-morrow. This will be the day of final preparation for Saturday.

These preparations will probably take the form, in chief, of things to wear, to wave and to make a noise with. We don't sell fireworks, but we can help on the rest.

Do you remember the Grant Day Parade? If so, you can appreciate the force of our hint of overcoats for men, and jackets and golf capes for women. We can be of *great* help in those lines.

There's another thing; — souvenirs. Not the trumpery things, but articles of some practical value or undeniable beauty. There's a whole storeful here, and delightful choosing it will be. Among other things, we have a really fine photograph of our honored Admiral, one of the very latest taken, and decidedly the best we have seen. Twenty-five cents, unframed, fifty cents with frame. A photograph,—not a print.

A good many thousand people who would like to see the naval parade to-day will find it impossible to do so. These, and thousands of others, will find undiminished attraction in our pictures, decorations and store-features.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.

THE CITY A MASS OF COLOR

Work of the Mural Painters and Private Decorators Finished.

SCENES IN FOREIGN QUARTERS

The Italians and Chinese Anxious to Display Their Admiration for the American Naval Hero.

Had the old Florentine painter, Piero di Cosimo, set out to view the decorations of New York at the present time for hints on color, as he used to look at a festa in his own city, it is to be feared that he would have wanted to close his eyes, as it was his habit to stuff his ears. New York is not "as brilliant as a Titian," as some of the newspapers say. Neither is it "as variegated in color as a tulip bed," as others put it. Indeed, it is a little hard to find an accurate simile for the multitudinous decorations, the miles of bunting, the hundreds of thousands of electric lights, and the ubiquitous counterfeit—in more senses than one—presentments of the hero of the occasion.

There is just one section of the city which would have delighted the painter of "Cephalus and Procris." That is the stretch of Fifth Avenue from Twenty-third to Thirty-fourth Streets. He would have opened his eyes with wonder at the Dewey Arch and colonnade, and he would have pronounced many bravas over the decorations designed by members of the National Society of Mural painters. Every one supposed a day or two ago that these decorations had been completed, but yesterday festoons of greenery were found hung from one pole to another, while some of the poles had been nearly covered with the same materials.

The festoons give a finish to the scheme of adornment and increase the effectiveness of the National colors, which are displayed so brilliantly on the stores and residences on the avenue. Indeed, they are displayed in far too great abundance to satisfy the mural painters, who are disgusted to find that after all their efforts to secure uniform decorations, almost every shopkeeper and householder has followed his own sweet will. But the result is not displeasing. The artists have arranged such a strong foreground, to use artistic terms, that it can carry a loud background without inharmonious effect.

THE DECORATIONS UNIVERSAL.

The work of decorating such buildings as were not already dressed for the celebration was going on all day yesterday, and now the city is one continuous display of the National colors. Decorations were placed on many of the large stores in Twenty-third Street and Sixth Avenue yesterday, some of them being of original character. Up town, also, many pretty displays are to be seen in addition to those already mentioned in THE NEW YORK TIMES. One of the most artistic decorations is that of the Freundschaft Club building, at Seventy-second Street and Park Avenue. Large flags and streamers reach from the centre of the roof almost to the ground, while flags surrounding shields are placed on all the windows.

Among decorations recently put up in the neighborhood of the Dewey Arch those on the Metropolitan Life Building are noticeable for elaborateness and picturesque effect. All round the arch there is a blaze of color, and the trees and turf of Madison Square prevent it from appearing crude. Fourth Avenue is decorated along its whole length, and the Ashland House is conspicuous on account of the clever way in which the colors have been massed.

The decorations of the Holland House were completed yesterday, and make a rather striking addition to those on Fifth Avenue. Bunting is stretched across the face of the hotel, and large American flags are massed beneath some of the windows. The balcony is draped in blue and white, with a broad vertical band of yellow through the middle of the draping, and the supporting pillars are done entirely in blue. The stands erected on either side of the main entrance are being decorated in blue and white. The finishing of the Holland's decorations will see the last important building in the neighborhood of the arch in its gala attire.

FEW CHANGES DOWN TOWN.

The lower part of the city underwent little change yesterday. Indeed, it may be said that there is room for but little in lower Broadway, so profusely have the owners and managers and tenants of buildings expressed the sentiments of the occasion in flags and bunting. A few stragglers in this as in other sections of the town were beginning to blossom out on the very eve of the naval parade, but in the vast majority of cases people who had elaborate decorations to put up wanted them to be in place in season.

One structure on which the decorations were being brought to completion yesterday is the big red brick office building, 140 to 146 Broadway, at the northeast corner of Liberty Street. To the big flagpole projecting out over the street from the roof of this building two long strings with flags of all nations attached to them are fastened. These strings connect at the lower ends with the decorations at the second floor, which is marked by a strip of red, white, and blue bunting some five feet broad, running across the face of the building. From the windows of the different stories flagpoles project in parallel rows with big United States flags floating from them.

The completed decorations on Trinity Church are comparatively sparse. The draping of flags over the tomb of Capt. James Lawrence, commander of the frigate Chesapeake, who was killed in the War of 1812, helps to make the vicinity of the edifice attractive, however. So does the adornment of the big monument at the northern end of the churchyard, the brownstone eagle on whose pointed top is nearly as high as the roof of the Trinity Building. This monument, which keeps green the memory of the men who died in captivity in the old "Sugar House," being "imprisoned in this city for devotion to the cause of American independence," is marked by a large American flag at each of its four corners. Its base is almost entirely surrounded by a broad band of blue and white navy bunting.

The entire lower section of the city now presents an appearance which will be memorable for years. Citizens who cannot afford to decorate buildings are doing their best to provide traveling decorations as their share in the public adornment. Many of them fasten small flags in their buttonholes, and others compel their horses to wear small flags and look patriotic while pulling trucks or beer wagons through the streets.

PATRIOTISM NOT ALL NATIVE.

Numerous talks yesterday with representative residents of foreign birth about their decorations for the Dewey reception, and the motives that prompted them in thus publicly manifesting their admiration of the victorious Admiral, showed that they had a sincere appreciation of his courage and of the services that he has rendered to his country; and there was also traceable an underlying current of antipathy for the Spaniards, and a general feeling of satisfaction that they were thoroughly worsted.

Felice Tocci, an Italian banker at 87 Park Street, which overlooks Mulberry Bend Park, and who had the entire front of his building covered with bunting, said: "We Italians of New York are just as much Americans in heart and feeling as you are who have been born here. We came to this country not only to make money, but also to live and to become part of the community, and under these circumstances it is only natural and human that we should rejoice at the good fortune of the country.

"For Admiral Dewey personally we have the highest esteem and admiration, for he is a man of rare courage, and a first-class commander, and a man of such calibre will always call forth the admiration of the Italian people. He decided to go and seek out the Spanish fleet, and he went in the face of great dangers and demolished it. He accomplished an achievement which astonished the world, which did not seem to understand the material of which American sailors are made."

Stephen Cava, an Italian grocer at 42 Mulberry Street, said: "We want to honor Dewey because he stopped at Naples on his way home, and went ashore and called on the home Government. The Torquato Tasso Society, to which I belong, will have a picnic in honor of Dewey to-morrow at Brommers Park. All the members of this society are citizens of Sta. Consolina in the Province of Salerno. Most of the Italian sailors come from Salerno, and as Dewey is a sailor, we have the same fellow-feeling.

"Another reason why we are honoring Dewey is because we do not like the Spanish-speaking people. They have not treated well the Italian business men who went to South America, and the Spaniards of Spain treated King Amadeus, who was an Italian Prince, in the meanest manner. We are glad that the Spaniards have been whipped."

CHINATOWN HONORS DEWEY.

In Chinatown, when the warden of the Joss House, at 16 Mott Street, was asked why the place had been decorated, he replied that Dewey was a great man, and he hoped many Americans would call on the Joss and offer incense so that they would all have luck.

Li G. Chung, a Chinese merchant, whose store at 36 Pell Street was profusely decorated, when asked the reason, said: "It does not matter whether Admiral Dewey comes to Chinatown or not. He is back after his victories, and we are all glad of it. We feel proud because several Chinese were on board his ship when he whipped the Spaniards. They were serving there, and did not have to fight, but went up on deck and helped the sailors to handle the guns and the shells, and fought just like the Americans. We are really proud of them and have sent them an invitation to dine with us. We are only waiting for an answer from them, and if they accept we'll give them a first-class dinner at the restaurant at 24 Pell Street.

"Say, Mr. Reporter, there is another reason why we are celebrating. We Chinese who are here in New York do not intend to return to China, and don't want to have anything more to do with the old country. They treat us here better than the Spanish treated the Chinese in the Philippines, and we are glad they got licked. We intend to remain in the United States and to die here, and we want to become American citizens, and to call the Stars and Stripes our flag, too."

Lee Kung See, a merchant of 22 Pell Street, spoke to the same effect, and dwelt with emphasis on the wish of the New York Chinamen to become naturalized.

The Brooklyn Borough Hall has been decorated under the direction of the Plan and Scope Committee. On the front of the building are shields, banners, and festoons of blue and white. On the roof are letters formed of electric lights, spelling the words, "Welcome, Dewey." From the tops of several flagpoles to the corners of the building are strings of flags, and from one of the main poles flies an Admiral's flag. The National, State, and municipal colors are also displayed.

CELEBRATION AT BAY RIDGE.

The Olympia Salutes a Flag Raised There by School Children.

The citizens of Bay Ridge and Fort Hamilton were the first to extend a public welcome to Admiral Dewey yesterday. The exercises consisted of a flag raising, band music, and the burning of red fire and explosion of fireworks.

The citizens of the localities mentioned raised $1,100 to defray the expenses. At 3 o'clock yesterday afternoon 500 school children raised a flag 60 feet long upon a pole 150 feet tall. The flag was whipped out at right angles to the pole by a strong sea breeze to the music of "The Star-Spangled Banner" by the Fifth Artillery Band of Fort Hamilton. The flag was saluted by two guns from the Olympia, which lay nearly opposite across the bay.

In the evening the shores of Bay Ridge for several hundred yards were lit by red fire and $500 worth of fireworks were set off in honor of the home-coming of the naval hero.

Aerial Exhibition at Madison Square.

L. L. Clercy, who calls himself an artistic sky decorator, will give a public exhibition of his work to-morrow evening from the roof of the Bartholdi Hotel. He will first send a welcome sign up 500 feet, which will be followed by a navy pennant, unfolding after it reaches a great height and hanging down 106 feet. An exhibition of war signals will be given, followed by a model of the monitor Puritan, with a propeller in motion and the fore and aft turrets discharging four-ball Roman candles.

BIG DEWEY ARCH READY TO-DAY

Structure Appears at First Sight Perfect and Little Remains to be Done —Fund for Its Perpetuation.

The Dewey triumphal arch will be finished some time to-day. Neither the sculptors nor Carl Biel, who is directing the modelers, can tell at what hour it will be possible to tear down the remainder of the scaffolding, but they hope that all but a few finishing touches will be done early in the afternoon. These finishing touches can be put on by the sculptors who designed the figures and groups, and it is probable that the corps of modelers, eighty in number, with the plasterers and carpenters, will have completed their tasks before nightfall.

The cleaning up of the mass of débris around the arch and colonnade will not take long. The Street Cleaning Department will attend to this, and Commissioner McCartney said yesterday that the work will be done in time, if he has to put the whole force at the department's disposal on the job. The plaster of which the "staff" is partly composed is ground into the asphalt the whole length of the colonnade, and great piles of broken up models, "excelsior," and the other materials used upon the arch alternate with miniature lakes where the plaster has been mixed. All this will have to be removed, and the roadway restored to its usual condition early to-morrow morning.

More of the scaffolding was taken down yesterday, and now, instead of the arch appearing to the uninitiated less finished than it really is, the reverse is the case. The whole structure appears at first sight perfect, and only close examination shows that Mr. Martiny's group, "Call to Arms," fronting the northeast pier, still lacks portions of several figures, while small spaces of woodwork in various parts of the structure are still uncovered by the "staff." The most noticeable of these is at the base of Mr. Ward's group crowning the arch, just above the top cornice. It was left until the end because it is possible to reach this part of the structure without using the scaffolding.

COST OF A PERMANENT ARCH.

The question of whether there will be enough public-spirited citizens in New York to subscribe funds to make the arch permanent was discussed by Charles R. Lamb, Karl Bitter, F. W. Ruckstuhl, and other artists engaged on the work yesterday. None of them had heard anything definite about the rumor that one New Yorker had offered to head a subscription for the purpose with $500,000, but they all expressed the hope and expectation that the work of the sculptors would not be allowed to be only temporary.

"Of course," said Mr. Ruckstuhl, "a permanent arch would be very different from this one. This is only, as it were, an immense sketch. The sculptors who modeled the groups for a stone structure would take two years apiece to do it in, and would produce results that would satisfy themselves as well as the public. The effect of the whole is fine, as it is, but the sculptors of America certainly wouldn't like it to go on record as an example of what they can do.

"The cost of a permanent arch would be about $1,500,000. It is true that the Washington Arch cost only $250,000, but you have got to remember that the cost of these structures is increased according to cubic rule in ratio to the size. An arch double the size of that in Washington Square would cost about nine times as much."

"The sculptors would want to be paid for their services if they worked on a permanent arch?" was asked.

"Why, of course," replied Mr. Ruckstuhl. "You would not expect them to give a couple of years' work each for nothing. I and some of the others engaged on this arch have spent each a solid month of our time on it. I have closed up my studio, although a big marble figure is awaiting completion, and others have done the same. If the public wants any more work out of us it must divvy up."

TO START AN ARCH FUND.

The New York Chapter of the United States Daughters of 1812 is the first society to take active steps for the perpetuation of the Dewey arch. They have secured the flag made by Miss Josephine Mulford during the late war with Spain, and will exhibit it in Madison Square Garden next Monday and Tuesday, from 10 A. M. to 6 P. M. The price of admission will be 25 cents for adults and 10 cents for children, and half the proceeds will be given for beginning an arch fund. The flag is said to be the largest in the world, measuring 100 by 65 feet. Miss Mulford, who lives in Madison, N. J., made it entirely by hand.

The sight of the crowds on Fifth Avenue from the top of the arch is a remarkable one. There are said to be a million and a half visitors in New York, and it looks as though they all make for the vicinity of the arch and remain there. There are a hundred policemen keeping order at the junction of Broadway and Fifth Avenue, and for two blocks north and south, and each one of them declares he is doing the work of six men.

The people seem utterly reckless in regard to keeping out of the way of vehicles, while drivers who could easily go round by way of Sixth or Madison Avenues, but don't, are apostrophized by the police in unmeasured terms of opprobium.

There has been a good deal of inquiry as to the positions of the eight figures of American naval heroes fronting the north and south attic of the arch. On the south side Thomas S. Clarke's "McDonough" is at the west corner. Then comes Augustus Lukeman's "Cushing"; after this J. J. Boyle's "Porter," and at the east corner George L. Brewster's "Decatur."

On the north side E. C. Potter's "Paul Jones" is at the west corner. Next to it is J. Scott Hartley's "Perry," then comes H. K. Bush-Brown's "Hull," and at the east corner W. O. Partridge's "Farragut."

DEWEY FOR PRESIDENT.

Horace White Says the Admiral Has Not Said He Would Decline.

BIRMINGHAM, Ala., Sept. 28.—Horace White of New York, who is visiting friends in this city, is of the opinion that Admiral Dewey would not decline the nomination for President if it were tendered him. In an interview to-day he said:

"I have noticed that in interviews that Dewey has given on this subject, while he says he is a sailor and not in politics, and would not seek the nomination, he at the same time has not said that he would not accept it. He will certainly not seek the nomination and not enter partisan politics, but I am firmly of the opinion that he would accept the nomination if tendered him.

"He for President and Joe Wheeler for Vice President is a ticket that would sweep the country. Indeed, Dewey would be elected no matter by what party he was nominated."

HONGKONG COTTON MILLS.

English Promoters of the New Enterprise Fear a Similar Industry Will Be Started in Manila.

Special to The New York Times.

WASHINGTON, Sept. 28.—In his latest report on conditions in the Far East Consul General Wildman, at Hongkong, says:

"The new mills of the Hongkong Cotton Spinning, Weaving, and Dyeing Company, Limited, will be in operation within a few days. This is the first cotton mill erected in Hongkong.

"For the last two months, between 800 and 900 hands, mostly women and girls, have been learning the mysteries of spinning cotton. The mill is fitted up with the very latest machinery, made in Oldham, England. There will be about 50,000 spindles, of which 8,000 are already at work. It is understood here that they are preparing to erect a plant for a uplaid rope mill, and the representative of an American firm, who was here figuring upon the proposition, told me that he could outfit the new plant for $150,000 less than they paid for the old one.

"As I have said in previous reports, this new industry will create a big demand for American cotton and yarns. The only thing that the promoters of this English industry fear is that mills will be established in Manila, which would only be possible if Chinese labor were admitted freely."

Consul General Wildman says that Americans are less daring and confident than Englishmen and Germans. Even our largest manufacturers seem to think they can commence in a small way and build up.

The only way, he declares, for American manufacturers to win their way in Asia is to establish a house or agency large enough to command the respect of the great Chinese, English, and German firms.

He complains that American manufacturers ship goods in lengths and with trademarks suitable only to American markets. The Chinese merchant refuses to accept such parcels, as they would "cut to waste" in the manufacture of Chinese clothes. He thinks a big wholesale and retail emporium ought to be established in Hongkong.

The principal effect of Lord Charles Beresford's visit was commercial, not political, and, as Mr. Wildman says, "the energetic stirring he gave to the lethargic waters of British trade will have a lasting effect." Mr. Wildman seems to believe that the British are more keenly alive to the necessity of preparing for the coming contest for trade supremacy than are the Americans.

PREPARING CENSUS QUESTIONS.

Director Merriam Is Departing from Forms Formerly in Use.

Special to The New York Times.

WASHINGTON, Sept. 28.—Census Director Merriam is arranging the questions which shall be asked in the census of 1900. In many respects they differ from those asked in previous years. One of the most curious of the changes is a requirement that agents shall ask, not the age of the person examined, but his age on his last birthday.

The reason for this is that it has been found that in past censuses there was a disproportionately large number of persons whose ages were divisible by ten. For example, there ought to be about the same number of persons forty-one or thirty-nine years of age as there are persons forty years old. Census takers have reported a vastly larger number of people forty years old than persons thirty-nine or forty-one. There is the same disproportion in the cases of people of thirty, fifty, and sixty years.

The conclusion is that there is a disposition among certain classes to give their ages in round numbers.

Charles W. Schipper Dead.

Charles W. Schipper, who died at a private hospital at 455 Lexington Avenue yesterday, was for twenty years a resident of Plainfield, N. J. He was born in Germany sixty-two years ago. He came to this country when a young man, and was for a time engaged in the banking business. After the civil war he embarked in the sugar exporting and importing line, and later formed the firm of Smith & Schipper, at 91 and 93 Wall Street.

Last Fall he had an attack of appendicitis, and underwent an operation. He then went to Carlsbad with his sister, Miss Emily Schipper. They spent the Summer there drinking the waters, but a cancer of the stomach developed, and Mr. Schipper started home on the Lahn. On Sunday last he sank into a comatose condition, from which he never rallied. On the arrival of the Lahn he was taken to the private hospital, where he died. He leaves a brother and a sister. He was well known in Plainfield, and was prominent in charitable work.

Dr. Davenport Accepts Chicago Call.

Special to The New York Times.

CHICAGO, Sept 28.—Dr. C. B. Davenport of Hartford has accepted a call to the Department of Zoology at the University of Chicago. His name has been under consideration by Dr. Harper since the resignation of William Morton Wheeler, Professor in Embryology, who has gone to the University of Texas. A favorable reply from Dr. Davenport was received to-day. The professors of the Chicago University expressed satisfaction that one so eminent has been secured. Dr. Davenport has also been Director of the Marine Laboratory at Cold Spring Harbor, L. I.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

THE BRIDGE ILLUMINATED

Scene Like a Fairy Picture Delights Tens of Thousands.

150,000 CROSS THE STRUCTURE

In the Wonderful Glow of the "Welcome Dewey" They Look Out Upon the Brilliant Harbor.

More than 150,000 persons crossed over Brooklyn Bridge on foot between the hours of 7 and 10:30 last night. This is the police estimate. The bridge had been unusually crowded all day. Toward 7 o'clock, however, the cross streams on the promenade began to grow thicker and flow more slowly. The thousands of little lamps forming the great thirty-six-foot letters of the device "Welcome, Dewey" were being tested by the electricians, letter by letter, and the crowds wanted to stop and watch them. A strong force of police, under command of Capt. J. W. Eason of the Fourth Precinct Station, who was assisted by Sergeants Phillips and Murphy, kept them moving.

Capt. Eason had expected that he would have a big crowd to handle, but the size of it somewhat astonished him. At 7 o'clock the big letters blazed forth in all their glory. From a distance it looked as though they had been traced upon the sky. They attracted enormous throngs from both the east and west sides of the East River, and from then on the promenade was densely packed from end to end and from railing to railing by the slowly moving people. At the same time the trains and trolley cars were crowded to their utmost capacity. Capt. Eason called out every available policeman.

The men who had been on duty all day had been instructed to report again after an interval for dinner, and these as they arrived were promptly put to work. Soon 80 policemen in uniform and 100 plain clothes men and detectives from various precincts and Police Headquarters were looking after the safety and interests of the public. So well did they do it that not a single accident had been reported up to midnight, and it had not been found necessary to make any arrests.

The crowd was heaviest between 9 and 10 o'clock, and the bulk of it trended toward Brooklyn. The steps at each end and by the towers threatened to cause a congestion. The people became jammed and the police had to straighten out the tangle by pulling some of them back off the steps. The emergency was promptly and cleverly met as soon as Capt. Eason took in the situation. Vehicular traffic on the roadways beside the electric car tracks was stopped and the car conductors were instructed to proceed with caution. Then Sergt. Phillips and six policemen formed a line across the promenade in the middle of the bridge, faced toward Brooklyn, and walking on at the same leisurely gait as the crowd, turned back all those coming toward Manhattan.

The policemen stationed along the promenade seconded their efforts, and thereafter the crowd was kept moving in one direction. Arrived at the Brooklyn end of the bridge, those who desired to return were with those who were setting out to Manhattan diverted from the promenade to the roads, and walked beside the car tracks. In this way the great flood of humanity rolled on easily and more swiftly, and soon thinned out so that no one experienced the slightest inconvenience.

The crowds on the bridge to-night are expected to be even greater than last night, and the same tactics in handling them will be adopted by the police. From 5 o'clock until midnight vehicular traffic will be stopped, and the people wishing to cross from Brooklyn on foot will be turned on to the north and south roads. The promenade will be reserved for persons crossing to Brooklyn, and nobody will be allowed to turn back. If necessary, this arrangement will be put into force earlier in the day.

The illuminations as seen from Brooklyn Bridge were beautiful and peculiar. The river to north and south was bordered on both sides with myriads of lights, as though the shores were powdered with luminous gems, rubies, sapphires, and topazes and big glittering diamonds.

Between the shores and up and down streaks of light glided through the darkness. Further away in Manhattan and Brooklyn domes, spires, and high, tall buildings were outlined fantastically in yellow light beads. Powerful searchlights in the high towers of the bridge threw long white lanes across the sky—milky ways that paled the twinkling stars, crossed each other, shot east, west, north, and south, throwing into momentary view a vessel that had been invisible in the night, disclosing the hidden buildings, and flashing downward to blind the gaping crowds upon the bridge and along the shore.

In the middle of the bridge the mammoth letters blazing their greeting to Dewey down the bay made their immediate vicinity as bright as day and were reflected in a flood of dazzling gold in the dancing waters below.

BURNING THE RED FIRE.

Lack of Concentration of Material Mars the Effects, but 50,000 People Cheered on the Battery.

If all the red fire burned at countless points on the Long Island and New Jersey shores had been concentrated last night about the Statue of Liberty on Bedlow's Island or some other point equally exposed in the upper bay, there would have been a sight that would have been worthy the crowds that thronged the Battery. But the quantity of the red powder really burned about the bay was disappointingly small, and the most interesting feature of the affair was the crowd.

There was evidently no intention that last night's display should rob to-night's of any of its attractiveness or novelty, and the red fire did not cut an important figure in what the city had to offer in the way of celebration entertainment. The biggest flare of the night was on Governors Island, and while it lasted, its glare, reflected over the bay, presented a fine spectacle, enhanced when some white-painted steam craft came within its compass.

BURNING THE RED FIRE.

The red fire was burned first on the Battery, near Pier A, and attracted a crowd to that neighborhood. This was started at 8 o'clock and lasted ten minutes. Hardly had it burned away when more of the stuff lighted up the vicinity of the Aquarium; then, as though that was a signal, there was a flare-up of the Carmine fire at a point near Bayonne, on the New Jersey shore, and still another on Staten Island. Meantime, while the effects of the red fire were pretty enough, there would have been dissatisfaction but for other sights.

Up the North River shone brilliantly the electric welcome device on the station of the Pennsylvania Railroad, and the ferry boats of the company looked like great mounds of brilliants, literally smothered as they were in electric bulbs. From the other end of the Battery could be seen a part of the welcome motto in great letters of electric lights on the Brooklyn Bridge. And from New Jersey on one hand, from the towers of the bridge, and from Montague Terrace on the other, searchlights were projecting their shafts far over the water. Sometimes the great bands of light met and formed big inverted V's, and at times it looked as though the operators were amusing themselves playing tag with the beams they wielded, or, again, with mighty arms engaged in a sparring match.

THE OLYMPIA'S SEARCHLIGHT.

While these lights were thus capering another long shaft of light came suddenly on the scene from the position of the fleet. It was the Olympia's searchlight. It met two others—one from across the East River, one from across the North River, and all three formed a point of meeting just off the Battery. They then looked like the ribs of a vaulted arch which was set with stars. That was a fine sight. The Olympia's searchlight spanning five miles showed itself a strong one.

Suddenly there was a boom of guns down at the fleet. It was the salute fired by the Olympia to the Choral Society serenaders. The spitting fire of the saluting gun could be seen at the Battery, and then the crowd listened and tried to count the number of guns without being deceived by the echoes.

At this time the red fire was touched off south of old Castle Williams on Governors Island, and the big round forts stood out in bold relief, while the powder smoke rolled up in volumes about it as though it were on fire from a bombardment, the pounding of the saluting guns helping the imagination in this conceit. There was some more red blazes down the Brooklyn shore, but too far away to give much color to the general scene viewed from the Battery.

THE CROWD AT THE BATTERY.

Meantime, advised of the harbor illumination by the celebration programme, thousands were flocking to Battery Park. By a quarter past eight it was estimated that there were 50,000 persons along the seawall, filling the broad promenade from Pier A to the Barge Office and the other parts as well. The red fire display lasted not more than twenty minutes, so far as could be seen from the Battery, but long after that and long after the original crowd must have dispersed the thousands of persons who throughout the evening formed a stream down Broadway to view the illumination of big buildings and such other alterations as might present themselves, seemed to find their way into Battery Park, and only stopped their southward trend when they brought up at the end of Manhattan Island. Then they started back again, and were augmented by crowds from the Staten Island and other ferries.

It was evident that a very large proportion of the people were out-of-town folk, and before they reached their stopping places again it may safely be said there were many tired feet.

The Broadway cable was worked hard, but though the cars were packed inside and out, and humanity was spilling over the rear boards on to the bumpers, they seemed to make no more impression on the throng crowded into that small end of the island than a bucket of water taken from the North River would affect that stream's depth and flow.

"This town is delirious," said a New Yorker. "I have never seen such a turning out of people in advance of an actual celebration."

ILLUMINATION NEAR THE ARCH.

Brilliant Displays in Madison Square and Far Up Town.

All of the inhabitants of Greater New York, as well as her guests, were apparently on Manhattan Island last evening, and the electrical illuminations in honor of Admiral Dewey were the magnets that drew the people's fancy.

All sections of the borough were decorated, but the Madison Square and Broadway Theatre district was the common centre. Madison Square especially was the whirlpool of sightseeing humanity, although upper Broadway and Fifth Avenue were thronged until midnight. The Fifth Avenue clubhouses were a decorated contrast to the darkness of the large hotels. They were beautifully illuminated.

Up town the Savoy Hotel was noticeable for simple, but most effective illumination. The omnipresent incandescent lights were dispensed with, and instead a line of big red, white, and blue lights was displayed along the building above the portico. The Plaza Hotel showed a large portrait of Admiral Dewey formed in electric lights.

This part of the city was crowded, and preparations were going on till a late hour for the land parade. Almost every building in Fifty-ninth Street has a stand outside it, as have a large proportion of those on Fifth Avenue. Before the Plaza Bank, and in a few other places, large "double-decked" stands have been erected.

There were not many illuminated buildings massed together at any point above Fifty-ninth Street, though brilliant displays were seen at isolated points. The Virginia Hotel, in the Circle, was one of the most conspicuous structures in that neighborhood. Outside Henry Siegel's beautifully decorated house, at Seventy-second Street and West End Avenue, red fire was burned during the greater part of the evening.

Great Eastern in Distillers' Trust.

Special to The New York Times.

PEORIA, Ill., Sept. 28.—The Great Eastern Distillery, recently purchased by Jacob Woolner of Peoria, has passed into the hands of the Standard Distilling and Distributing Company, the largest of the three whisky combinations. It is said that a fear that the Great Eastern would prove a formidable competitor prompted the purchase.

Indiana Coal Advances in Price.

Special to The New York Times.

TERRE HAUTE, Ind., Sept. 28.—Indiana coal was marked up to-day 25 cents a ton at the mines on what are called carload lots. The block coal operators say that this is due to the increased demand for coal, shortage of cars, and greater cost at the mines.

Brokaw Brothers

Invite attention to their superb stock of

Gentlemen's & Boys' Clothing.

The goods used in these garments manufactured expressly for us by the best foreign and domestic makers. Novel in design. Beautiful and artistic. Not equalled by any ready-made clothing shown in this country.

Special and exclusive patterns—sold only at our establishment.

Visitors and National Guard invited.

Open to-day; closed to-morrow.

Fourth Avenue, Astor Place. Lafayette Place. Opposite Cooper Union.

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LARGEST HAIR STORE IN THE WORLD.

WIGS!

If you must wear a wig, why not get one of the kind we make. They are so perfect even the most critical observer cannot detect that you are wearing one. The workmanship and material cannot be excelled. We have them for LADIES and GENTLEMEN.

A Simple Twist Transforms One of Our Marie Antoinette

Wavy Switches

into a beautiful and fashionable Coiffure. After one demonstration you can arrange it yourself. We are the originators of this highly artistic aid to the Ladies' Toilet.

BANGS! BANGS!

Fashion has once more decreed the **BANG.** Our new ones are light, dainty, and faultlessly made. Different styles to suit different tastes.

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Out-of-town visitors are cordially invited to inspect our establishment.

54 WEST 14TH STREET, Next Door to Macy's, New York.

Mount Vernon Whiskey

(Pure Rye)

Commands the highest price. Used by the best people.

Best Value.

Buy the distillery bottling in square bottles.

COOK & BERNHEIMER CO., New York.

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12 CORTLANDT ST.

"The Homburg," $2.90.

The newest soft hat.

Fall Derbys, new styles, 1.90, 2.35, 2.90,

Silk Hats, 4.80

Opera Crush Hats, 4.80

Soft Outing Hats, 85c. and $1.00.

Hunyadi János

Taken in the morning either pure or diluted with hot or cold water, it produces a copious evacuation without leaving behind it any intestinal discomfort or exhaustion.

The Saturday Evening Post

Philadelphia, Pa.

All Newsmen. 5 cents the Copy.

UPPER LEATHER TRUST GROWS.

Enters the Chicago Field by the Purchase of Three Factories.

Special to The New York Times.

CHICAGO, Ill., Sept. 28.—By the taking over of three large manufacturing concerns in Chicago the "upper leather" trust recently perfected in the East has signalized its entrance into the local field.

The American Hide and Leather Company went on record to-day as purchaser of the tannery business of W. N. Elsendrath & Co., the Walker Oakley Company, and the Lambeau Leather Company at an outlay approximating $708,000.

Azel F. Hatch, who only recently returned from New York, where he had gone as representative of the Chicago interests in the deal, said to-night that the transfer completed a combination which would control 75 per cent. of the "upper leather" tanneries of the United States. The establishments included in the trust number twenty-four, and, according to Mr. Hatch, all will be run full time.

The headquarters of the trust will be in New York, but branch headquarters will be maintained in this city. W. N. Elsendrath has been elected First Vice President, and will be the resident manager.

HAVE YOU A DISORDERED STOMACH?

POSSIBLY YOU ARE CONSTIPATED,

Caused by over-eating, change of water or climate.

HAVE YOU FORGOTTEN THAT

Hunyadi János

is the World's Best Natural Laxative Water?

BEWARE OF SUBSTITUTES. | GET THE GENUINE.

AVERAGE DOSE: A wine-glass full half hour before breakfast.

MACARTHUR TAKES PORAC

American Forces Enter the Town After Half an Hour's Fight.

LOSS IS FIVE WOUNDED

Wheeler and Bell Assist in Capture—Insurgents Have Seven Thousand New Japanese Rifles.

MANILA, Sept. 28.—Gen. MacArthur entered Porac after half an hour's fighting. The American loss was slight, and the insurgent loss is not known. The enemy fled northward. When the Americans entered the town they found it entirely deserted.

The attacking party moved on Porac in two columns. The Ninth Infantry, with two guns, from Santa Rita, was commanded by Gen. Wheeler, and the Thirty-sixth Infantry, under Col. Bell, with one gun, accompanied Gen. MacArthur from San Antonio.

Both columns struck the town at 9 o'clock and opened a brisk fire, which was replied to by the enemy for half an hour. Then the insurgents fled, and the Americans marched over their trenches and took possession of the place.

Just before the fight Smith's command, at Angeles, made a demonstration by firing artillery up the railroad track.

Liscum reported one casualty and Bell reported four men of his regiment wounded. The artillery did not have any men injured.

To-day's movement was a strategical success and resulted, besides the possession of Porac, in the clearing of several miles of country thereabout.

The two columns from Santa Rita and San Antonio united before Porac, according to programme, stretching around the place for some miles.

The insurgents are estimated to have numbered 600 men. Ten dead Filipinos were found, and the Captain and Commissary of Mascarno's command were taken prisoners.

While the American loss is five wounded. There were many prostrations from the heat.

The movement against Porac began at daybreak this morning, and was conducted personally by Gen. MacArthur. Gen. Wheeler, with the Ninth Regiment and a battery, advanced by two roads, while Gen. Wheaton, commanding the Twelfth and Seventeen Regiments, moved to block the insurgents from retreating to the north. The Thirty-sixth Regiment accompanied Gen. MacArthur.

Two Filipino Majors came to the American lines last night with messages regarding the American prisoners, who were to arrive this morning. They also requested permission for Gen. Alejandrino, one Colonel, and two Lieutenant Colonels to visit Gen. Otis. They were refused entrance to the American lines until noon Friday on account of to-day's fight, and Gen. Alejandrino alone will be allowed to visit Gen. Otis.

The insurgents recently intrenched and garrisoned the town of Paeto, on Laguna de Bay, in the Province of Laguna. Subsequently Capt. Larsen, commanding the gunboat Napidan, landed for a conference with the citizens. As he was proceeding up the main street of the town with a squad he was received with a volley from a hidden trench. The party retreated to their boat under cover of the buildings and regained their vessel. The Napidan then bombarded the trench for an hour, completely destroying it.

Englishmen from the insurgent lines report that the Filipinos at Bamban have 7,000 new Japanese rifles.

CIVIL RULE FOR PHILIPPINES.

Text of Col. Kobbe's Order, Which Has Been Extended by Gen. Otis to All Eastern Possessions.

Special to The New York Times.

Orders, No. 2.
Headquarters United States Troops Guarding Railroad.
Malolos, P. I., July 31, 1899.

To the end that peace and tranquillity prevail and that equality before the law be established; to impress proper respect for property of whatever kind by punishing unlawful interference with or unjust appropriation of the same; to permit all inhabitants to devote themselves to their accustomed civil pursuits and to reopen churches and schools; in fine, to render life, property, and individual liberty secure: It is ordered that provisional municipal governments be established in certain towns now garrisoned by troops of this command and others when so garrisoned, viz.: The towns of Malolos, Malabon, Polo, Obando, Meycauayan, Bulucan, Calumpit, and Apalit.

The commanding officer of troops in each town named will take measures at once to establish therein this directed government, exercising over its formation and proceedings immediate supervision and control. It will be organized and administered in accordance with the following general provisions:

1. In each town there will be a Municipal Council, composed of a President and as many representatives or headmen as there may be wards or barrios in the town, which shall be charged with the maintenance of public order and the regulation of municipal affairs in particulars hereinafter named. It will formulate rules to govern its sessions and order of business connected therewith, and by majority vote (to be determined by the President in case of a tie) will, through the adoption of ordinances or decrees, to be executed by the President, administer the municipal government; but no ordinance or decree shall be enforced until it receives the approval of the commanding officer of the troops there stationed.

2. The President shall be elected by a viva voce vote of residents of the town, approved by the commanding officer, and, together with the headmen or representatives of the council, shall hold office for one year. He shall be of native birth and parentage, and a resident and property owner of the town. The headmen shall be elected by a viva voce vote of residents of their wards or barrios, and shall reside and own property therein.

3. The President shall be the executive of the Municipal Council to execute its decrees issued for the following purposes, viz.:

To establish a police force.

To collect taxes and license fees, to act as treasurer of public funds, and to make disbursements on warrants of the council.

To enforce regulations relating to traffic and the sale of spirits, to establish and regulate markets, to inspect live stock, and record transfers and brands of the same.

To perform the duties formerly belonging to the Lieutenant of paddy fields.

To enforce sanitary measures.

To establish schools.

To provide for lighting the town.

4. The senior headman, or one designated by the council, shall be Vice President of the same, assistant to the President, and shall be ex-officio Lieutenant of Police.

5. The headman of a ward is the delegate of the President for that ward; shall take measures to maintain order, and shall have power to appoint two assistants.

6. The council shall have no jurisdiction in civil cases, but on the application of parties in interest and their agreement in writing to accept the award of the council, it shall hear and decide cases involving property not exceeding in value $500.

7. In criminal matters the President, representing the council, shall make the preliminary examination and, according to the result, discharge the prisoner or transfer him immediately to the custody of the military authorities for trial by provost court.

8. The Lieutenant of Police may arrest or order the arrest of persons violating a city ordinance, disturbing the peace, or accused of crime; but no person shall be held in confinement longer than twenty-four hours without a preliminary examination, and no person shall be arrested for non-payment of taxes or for debt.

9. The President shall render the council during the first week of each month a certified account of collections under each tax, and of disbursements made during the preceding month. Said account having been approved by the council, shall be forwarded with vouchers to the commanding officer of the troops, who shall make and retain a certified copy thereof.

10. Special appropriations shall require a unanimous vote of the council; regular disbursements may be made by ordinary decree on a majority vote.

11. Whenever the commanding officer of troops shall notify in writing the council that in his judgment a decree issued under Subdivision 3 is inadequately executed, or shall make any other criticism or recommendation, the council will convene as soon thereafter as practicable to consider his communication, and shall make written reply thereto, which reply, if he deem it insufficient, he shall forward with his remarks through military channels to these headquarters.

12. The foregoing provisions, tentative in character, are subject to amendment by enlargement or curtailment as special conditions or development may make necessary.

By order of Col. Kobbe:
PERCY M. KESSLER,
First Lieutenant, Third Artillery, Adjutant.
Official:
P. M. KESSLER,
First Lieutenant, Third Artillery, Adjutant.

LAWTON ON THE FILIPINOS.

Writes an Indiana Man That They Are Not Half as Bad as They Are Pictured—Will Make Good Americans.

Special to The New York Times.

MUNCIE, Ind., Sept. 28.—At the regular meeting of the Delaware County Veterans' Association to-day a letter from Gen. Lawton to John W. Little of Muncie, Ind., was read. It was dated at Manila, Aug. 12, and was as follows:

"Your letter of May 4 was duly received, and a perusal of it carries me back to the days when we were together in Texas. I thank you very heartily for all the pleasant things you say, and desire to assure you there is nothing I appreciate so much as to hear from my old comrades of the civil war, and to know that my work is receiving their approval and commendation.

"This is a beautiful country, and the people in my opinion are not half as bad as they are sometimes pictured. Centuries of bad government and bad treatment have made them suspicious, and it will be some time before we can persuade them that we are not here for the purpose of robbing them and making them slaves. As soon as they are assured of our good will and our good intentions, and we are enabled to show them by example that we mean only their good and their welfare, I think that we will find the Filipinos as good Americans as any of our foreign element."

GOES TO FIGHT FILIPINOS.

Chicago Epworth League President Enlists in the 47th Volunteers.

Special to The New York Times.

CHICAGO, Sept. 28.—Fred O. Brown, President of the Epworth League of the Chicago Northern District, enlisted to-day for service in the Philippines. He will leave his home, 833 Simpson Street, Evanston, to-morrow afternoon for Fort Meade, Penn., where he will join the Forty-seventh Regiment of Volunteers.

Brown has severed his connection with the Sunday School of the Central Street Methodist Church, where he has been Superintendent several years. Two years ago he was elected President of the Epworth League of the Evanston sub-district, and last year he was advanced to the Presidency of the Chicago Northern District League, which includes in its jurisdiction all the Chicago leagues north of Washington Street, and all the suburban leagues as far north as Waukegan. He is the son of the Rev. A. S. Brown of Evanston, and leaves a lucrative position.

CADET WOOD'S DEATH CONFIRMED.

MANILA, Sept. 29.—It is reported by a person who has just arrived from Turdac that Naval Cadet Welborn C. Wood, who was in command of the United States gunboat Urdaneta, recently captured and destroyed by the insurgents in the Orani River on the northwest side of Manila Bay, where she was patrolling, and five of the nine enlisted men forming the crew were killed during the fighting previous to the destruction of the vessel.

The four other men and the captured cannon—a one-pounder, a rapid-fire gun, a Colt machine gun, and a Nordenfeldt twenty-five-millimeter gun—were conveyed to Malac.

SCHOOL OFFICIALS AT WAR.

Borough Superintendent Jasper Reported to Have Made a Sharp Retort to City Superintendent Maxwell.

Officials connected with the Board of Education are discussing the alleged strained relations existing between City Superintendent Maxwell and Borough Superintendent Jasper. Yesterday a report was current of a stormy interview they had shortly before the last meeting of the School Board for the Boroughs of Manhattan and the Bronx. Neither Mr. Maxwell nor Mr. Jasper will talk about the matter for publication, but it undoubtedly has been the subject of private conversation, as Commissioners, Superintendents, Principals, and teachers are all more or less acquainted with what passed at the interview.

It appears that previous to the Borough Board's meeting Mr. Jasper had a hurried luncheon across the street from the Board of Education building. When he returned to his office, so the story goes, he received word that City Superintendent Maxwell wanted to see him at once. His hands were full of business, but he obeyed the summons promptly.

Mr. Jasper found the City Superintendent looking very stern in his glass-partitioned office. He had a paper in his hand which he handed to the surprised Borough Superintendent, saying, "Mr. Jasper, I have discovered a serious error in the reports I have received from Manhattan and the Bronx. There is a column which added correctly makes 1,020, but your figures make it 1,070. That is fifty more candidates for the offices named in the report than there ought to be. It is a most serious error, Mr. Jasper."

The Borough Superintendent knew well that the City Superintendent was precise in regard to statistics in public school reports, and although he himself is an earnest advocate of distinct autonomy, he smiled good-naturedly and said:

"Yes, it is an error and shouldn't have happened. It is not my fault that it did. I have repeatedly instructed my clerks to be most careful, but clerical errors are apt to occur, no matter how careful one is."

"They shouldn't occur, Mr. Jasper, in a well regulated office."

"I agree with you, they shouldn't, but they do."

"Well, Mr. Jasper, it must be stopped. If I detect further serious errors like that I shall have to make a report to the board."

"I've done my best to prevent it," replied Mr. Jasper, still keeping control of his temper, "but if you are determined to complain about the matter to the board, why do so. I am well able to defend myself or any department if either is attacked. But I wish to say to you that I have tried in vain to come to an amicable understanding with you."

"What do you mean?"

"Just what I say. I find as many errors in your reports as you do in mine."

"You forget I am the City Superintendent."

"And you forget I am the Borough Superintendent. You have no right to interfere with me or my department. You forget the courtesy due from one gentleman to another. Hereafter make your reports in writing to the Borough Superintendent. I wish to have no further oral communication with you. Good day, Sir."

And it is said that the two men have not spoken since.

BANK MANAGEMENT CHANGES.

William Harlow Kimball was yesterday elected President of the Seventh National Bank, of which he was Vice President, to fill the vacancy caused by the retirement of Col. John McAnerney, who remains a Director of the bank, and Fletcher S. Heath was elected Vice President. The offices were filled on the line of the policy incidental to the change of control which came with the taking into the Directorate of Mr. Heath, his brother, Perry S. Heath, First Assistant Postmaster General; Mayor Josiah Quincy of Boston, and others.

President Kimball is widely and favorably known through his career as a banker and business man. He was born at Chicago, and was educated at Watertown and Aurora, N. Y. He was teller of the Jefferson County National Bank at Watertown for many years, and nineteen years ago established the St. Lawrence County Bank at Canton, N. Y. Prior to going to the Seventh National Bank as its Vice President, Mr. Kimball was a National Bank Examiner, an office to which he was appointed by President Harrison. In his career he was a member of the Legislature of this State for four terms, 1887 to 1890; ten years a member of the Board of Supervisors of St. Lawrence County, serving three years as its Chairman, and receiver in 1882 of the Mechanics' Bank of Watertown.

Vice President Heath was one of the organizers of the Continental Tobacco Company, and he has been identified with banking in Ohio. He is President of the First National Bank of Oxford, Ohio, and cashier of the Miami Valley National Bank, at Hamilton, Ohio.

The Seventh National Bank dates from the old Seventh Ward Bank, which received its State charter in 1833, and its charter as a National bank in 1865. Its cashier is George W. Adams. The bank's last report of yesterday shows capital, $300,000; net profits, $176,800; loans, $3,294,000; specie and legal tenders, $960,000, and deposits, $4,518,000.

District Attorney's Appointments.

District Attorney Gardiner announced yesterday that he had appointed Michael J. Sullivan a Deputy Assistant District Attorney. Mr. Sullivan has been a special Deputy Assistant. The salary is $4,000 per year. The District Attorney has also appointed Cornelius F. Collins a Deputy Assistant District Attorney at a salary of $4,000 per year. Mr. Collins served seven years in the Corporation Counsel's office.

SCHURMAN ON EXPANSION

Says Filipinos Must Learn to Govern Themselves.

UNDER AMERICAN TUTELAGE

Asserts They Are Receiving Important Lesson from Military Authorities—Need of a Good Civil Service.

ITHACA, N. Y., Sept. 28.—President Jacob Gould Schurman of Cornell University was accorded an enthusiastic reception by the students and members of the Faculty when he appeared in University Armory to-day to deliver his annual address, which was devoted to the Philippines. An audience of 2,500 was present.

Prof Schurman referred to his address of last year, when he answered negatively the inquiry, "Shall we take the Philippine Islands from Spain?" His opinions, he said, brought upon him no little condemnation, but the rapid march of events rendered it unnecessary to consider whether these opinions were sound or not. The treaty-making power of the United States, backed, he admitted, by an overwhelming public opinion, irrespective of party, took the Philippine Islands from Spain. Some people were still discussing the theoretic expediency of expansion. This had not been an open question since last Winter. The only question to-day open was this "The United States, having taken the Philippine Islands from Spain, what shall be done with them?"

This grave issue must be decided by the President and Congress of the United States. With them, he thought, it could be left in the confident expectation that a wise solution will be reached. He invited attention to some observations on the general subject of National expansion.

In the case of the United States there was one important difference between the overflow of the population of our original thirteen States and that of the British Isles. Wherever the American went he set up a new State, which was a vital part of the Union. The Constitution, laws, and institutions of the United States were carried into the new domains, out of which separate self-governing States were carved. Great Britain and her colonies each maintain their own individual identity, not being organized into a single whole.

METHODS OF EXPANSION.

There was another difference between the expansion of the United States and that of Great Britain which comes prominently into view when our new States were compared with dependencies like India. The population of the United States was homogeneous, that of India indescribably heterogeneous. The Americans ruled themselves, whether in New York or Oregon; the alien and multitudinous races of India could be held together only by a strong foreign hand. America had grown from within outward; England had enlarged herself by accretion. In the former case it was such growth as that of the boy into the man; in the latter case it was like setting up sons for themselves.

Our assumption of sovereignty over the Philippine Islands was altogether unlike the previous phases of our National expansion. He pointed out that whereas in the development of the United States from the Atlantic to the Pacific practically uninhabited territories were found, the Philippine Islands were already well peopled with Malayans, who had long made them their home, who resented the intrusion of other races, and to whom the physical environment was far better adapted than it is to white men.

The most obvious, but also the most fundamental lesson drawn from the colonial history of Europe was a warning: "Let no ruling race ever treat its colonies or dependencies as its possessions." In earlier and more barbarous ages subjects were regarded as the property of the conquerors. But this conception was an outrage upon that idea of humanity which had now happily become a part of the common consciousness of mankind. This theory cost England her first colonial empire in America; then she abandoned it, and now her colonies were her glory and her pride. Spain could not surrender the mediæval illusion, barbarous as it is, and her colonial empire perished of dry rot.

Yet there were those who speak of the Philippine Islands as our possessions, and calmly conclude that we may do what we like with them. This was too barbarous to be taken seriously; it was not callousness of heart, it was only muddle-headedness. The terms "ownership" and "possession" are a barbarous survival when applied to any relation between one people and another.

The sovereign power assumed nothing, but there was something it owed. It was charged with the responsibility of government. Our relations with the Philippines would be misrepresented so long as we retained the fatal confusion of government and property. Continuing, he said:

"We simply possess, in virtue of the treaty of Paris, the right to govern or aid in governing the people of the Philippine Islands. Unhappily, we have not yet got beyond the first function of government—the suppression of insurrection and the establishment of peace and order."

He drew from the history of colonization another lesson, the following:

NO COLONIES FOR PROFIT.

"The government of colonies and dependencies is not a moneymaking enterprise for the sovereign power or its citizens. In a commercial age it was easy to associate the extension of trade with the foundation of colonies. But there was no instance in history of the successful government of a colony where profit to the parent State or its citizens had been a leading consideration. On the other hand, there were many examples of disasters and rebellions from such unworthy greed and exploitation.

"Let a nation," he said, "seek to enrich itself or its citizens at the expense of its colonists and it impoverishes all. But let a nation in all its dealings with its colonies take as its sole guide of justice and standard of conduct the welfare of the colonists, and it will result, as history everywhere demonstrates, that the enriched dependencies become the most profitable traders with the ruling country."

He laid it down as a cardinal principle that the way to profit from colonies was not to seek it at their expense. On the contrary, a colonization power should aim at nothing but the welfare of its colonies. And by far the largest element in their welfare was good government.

There was another principle of colonization, namely, "colonies and dependencies should be self-supporting." If the ruling power got nothing from them, neither should it be called upon to give anything to them. States, like individuals, must pay their own way. The financial genius of England, even in the fierce competition for colonies, had seldom lost sight of the question: Does it pay? And she had made financial self-sufficiency and independence the cornerstone of her vast colonial fabric. Defense, for example, which was at best an expensive business, could be much more economically provided when native troops were employed.

A fourth principle of sound colonial policy was: "To authorities established in the colonies and dependencies the sovereign power should delegate all the functions of government." This rule held good whether the colonies were of the same race as the people of the sovereign power or different. In the former case the colonists would be as apt in self-government as the people of the mother country, and they could certainly manage those same affairs for them.

GOOD CIVIL SERVICE NEEDED.

The fifth principle called for man to run the machinery of government. "To colonies and dependencies not capable of complete self-government, the sovereign power must send some of all of the higher officials, but the number of this ruling class should be small and the character, ability, and aptitude of each official not only above the average, but exceptionally high; and, in order to attract and retain such men, salaries should be high and positions permanent."

The initiative and the directing power belonged to the sovereign nation, and must be exercised by her representatives. A few will suffice. Of course, there must be one responsible head. But with an organizing genius at the helm, it was simply astonishing how much could be got out of the natives. Continuing, he said:

"I was often asked in the Philippines if our civil service was better than that of Spain? Here is a point where the Filipinos suspect and fear us. We must allay their anxiety and suspicion by a splendid Philippine civil service. I believe we shall. It is absolutely necessary. But there will be no harder task in connection with our government of the archipelago. I repeat, however, that the success of our administration in the Philippines will depend upon the men we send out to conduct it much more than upon acts of Congress or any other circumstance."

In conclusion Mr. Schurman said: "What is the end of colonization? Why should we extend our sovereignty over remote countries and alien peoples? I answer that the only justifiable object of such expansion is the establishment of good government in the territory annexed, the elevation of its people in civilization, and the training of them in progressive self-government, with a view to ultimate independence, whether by partnership in, or separation from, the sovereign State. As the end for the moral being is perfection, and the end for the economic society is wealth, so the end for the political community is independence. In the divine education of the race no people can be permanently kept in a state of subjection to, or even dependence upon, another people. Of all colonizing nations England is the only one which has realized this great principle, and it took a successful rebellion in her first empire to impress the truth even upon England.

"Her great self-governing colonies—Canada and Australia—are now ready for independence, and, if they are not to realize it by separation, an equal place must be found for them beside England, Scotland, and Ireland in some great plan of imperial federation. And if India, instead of being, as it is, the mere meeting place of innumerable races, were a single national organism, and began to breathe a national life, England should no longer desire to preserve her Indian empire. Indeed, she could not if she would, for her native army would desert, and the unified peoples, animated by the sentiment of nationality, would drive out the foreigners, with whom resistance could only mean financial ruin and ultimate surrender.

MISSION IS TO AID.

"In the Philippine Islands our own mission is to educate and elevate the Filipinos and to aid them in governing themselves. We shall not, although American sovereignty must be established by force, ever dream of the policy of extermination. Not oppression, nor yet abandonment and desertion; not these, but honest and fraternal co-operation with the Filipinos for the establishment of a just and stable government, in which the natives shall have ever-increasing participation, in proportion to the development of their political capacities, the growth of their political experience, the progress of the masses in education and civilization, and the evolution of the idea and sentiment of nationality—a sentiment and idea which will be nourished and developed by the habit of common action, the improvement of the means of communication, the freer intermingling of the tribes and races, and hearty native co-operation with the Americans, whose best political traditions are but the realization of the dearest ideals of the Filipino peoples."

Volunteer Army Needs Only 1,608 Men.

WASHINGTON, Sept. 28.—Orders have been issued to stop recruiting for the Thirty-eighth and Thirty-ninth Volunteer Infantry, those regiments having secured an excess of recruits. The two colored regiments are making steady progress in recruiting. The total enlistment to date is 11,482, only 1,608 short of the total number required to complete the volunteer army up to its maximum under the President's last two calls.

The Boston's Colors Given to Boston.

BOSTON, Sept. 28.—Douglass A. Hallgren, Second Grade Quartermaster of the cruiser Boston, now out of commission at the Mare Island Navy Yard, called upon Mayor Quincy to-day and presented the city of Boston the flag, pennant, and jack used on the cruiser on her homeward trip from Manila. These colors were purchased in Manila by the crew for the homeward voyage, and the men voted to present them to the city.

MOTHER KILLS TWO CHILDREN.

Tried to Kill a Third Child and Also Attempted Suicide—Act of a Detroit Woman, Probably Insane.

DETROIT, Mich., Sept. 28.—Mrs. Clara Rheiner, aged thirty-four, of 109 Catherine Street, last night attempted to murder her three children and commit suicide. She gave the children morphine, slit her own wrists, and then turned on the gas in the room. When discovered two of the children, Harold, aged three, and the baby, fourteen months old, were dead.

By hard work the eldest child, Elier, who was seven years of age, and Mrs. Rheiner were resuscitated. Mrs. Rheiner failed to cut the arteries in her wrists, and the physicians at St. Mary's Hospital say she will recover. The crime was discovered by Mrs. Rheiner's two brothers, who had met her husband on the street, and from his peculiar action inferred that the couple had had some trouble. They went up to the house to investigate, and found the family all in one room, which was full of gas. Mrs. Rheiner made a statement to the police, in which she admitted killing the children, and said she wished she was with them. She confessed to having had domestic troubles, but said that they were not entirely responsible for her deed.

It is believed that Mrs. Rheiner is insane. Her husband had not been found since the crime was discovered, and she says that he has not been at home for three days.

FLOODS BREAK LOG BOOMS.

Ex-Secretary Alger's Company Loses 200,000 Saw Logs.

THREE RIVERS, Quebec, Sept. 28.—The recent heavy rains caused a rise of several feet in the St. Maurice River last night, with the result that much damage was done. The boom at the St. Maurice Lumber Company's mill broke, carrying away a floating sawmill and about 20,000 logs. At Grand Mere the flood broke the big boom of the Laurentide Pulp Company, an American concern, in which ex-Secretary of War Alger has a large interest, setting loose 200,000 saw logs, which were swept out into the St. Lawrence.

The Government boom at Three Rivers also broke, adding 50,000 logs belonging to different mills to the quota. The flood also did considerable damage to the contractor's plant at Shawenagan Falls, where large works are in course of construction for the water and power company.

ARMY NURSE ACCUSES MOTHER.

Miss McMahon Charges Larceny and Reception of Stolen Goods.

NEWARK, N. J., Sept. 28.—In the First Precinct Police Court yesterday afternoon Miss Maria McMahon of 123 Cabinet Street charged her mother, Mrs. Maria McMahon, and Eugene Pierce of 22 Bergen Street with larceny and receiving stolen goods.

Miss McMahon was an army nurse during the Santiago campaign last year. She owns a lot at 10 Bergen Street, on which her father and brothers stored their trucks. The daughter objected to the use of her property by her relatives, and made complaint before Judge Schalk in the Fourth Precinct Police Court. The father and brothers were ordered to remove the trucks, and did so.

Miss McMahon has begun the building of a house on her lot in Bergen Street, and some new trouble arose between her on one side and her mother and Eugene Pierce on the other over the ownership of some lumber which the complainant claims to have purchased from Pierce. The latter and Mrs. McMahon were held in $200 bail for further examination.

CHICAGO'S SQUATTER INDICTED.

Held Island of Dumpings in the Lake, Which Is Now Worth $1,000,000.

CHICAGO, Sept. 28.—Capt. Streeter, who for years has held out, on a plot of land formed by dumpings in the lake, against many legal attacks to dispossess him, was to-day, with a number of his followers, indicted by the Grand Jury, charged with conspiracy and conduct calculated to incite riot.

Many years ago he was wrecked on a little islet formed by the refuse dumped into the lake. He built a hut and became a squatter, claiming the land to be virgin territory. It was under the Federal control alone, the shipwrecked mariner declared, and he acknowledged no other legal authority. Various people owning land in the vicinity, valuable for factories, sought to dispossess him, but he fought with them in the courts and continued to extend his "squatter sovereignty" over the increased territory formed by continued deposits of refuse.

Last Spring the Captain was presiding over forty acres of valuable land, worth, it is calculated, over $1,000,000. He hoisted the Stars and Stripes and declared the territory to form the "District of Lake Michigan." A court and other instruments of government were formed. Half a hundred colonists cast their fortunes with the new Government and prominent business men purchased lots. But one day the police, declaring the Government to be a menace to public safety, descended on the colony and arrested its tenants. Since then the matter has been in the justice courts. Adjacent property owners claim the land and are at the bottom of the fight against the Captain.

BOSTON AND ALBANY LEASE

Fighting Stockholders Compromise by Electing Directors.

LEASE OPPONENTS GET THREE

Claim a Victory for Their Side—Counsel Hoar Fears a "Legislative Raid" on the Road.

BOSTON, Sept. 28.—The fight between the present Board of Directors and the Protective Committee of the Boston and Albany Railroad, on postponing the election of Directors to Nov. 15, when the question of leasing the road to the New York Central is to be acted upon, was compromised to-day.

By the terms of the compromise, Albert Houghton is dropped from the old Board of Directors, and Augustus G. Bullock, Richard Olney, and Eben S. Draper of the Protective Committee become members. The new board with these changes made is as follows: A. G. Bullock, Zenas Crane, Edward L. Davis, Chauncey M. Depew, Eben S. Draper, Edward D. Hayden, Samuel Hoar, Richard Olney, Jacob C. Rogers, James A. Rumrill, Stephen Salisbury, and Charles Sargent.

The Protective Committee claims that this is a victory for their side, which opposes the New York Central lease.

When the adjourned meeting was called to order shortly after 12 o'clock to-day, Chairman C. H. Johnson of the teller's committee, appointed yesterday to count the ballots on the question of postponement, reported that the committee probably could not finish its work before to-morrow.

Mr. Hoar, counsel for the road, was then recognized. He announced that an agreement had been reached between the Board of Directors and the committee having in view the protection of the property, whereby a board of thirteen members, as heretofore, was to be chosen. He explained the details, and withdrew his motion of yesterday that the annual meeting be postponed until Nov. 15. The Directors were chosen by yea and nay vote, the result being unanimous. The vote was followed by the cheers of the stockholders, and the meeting adjourned.

The result of the two-days' meeting of the Boston and Albany Railroad stockholders, which ended in Boston yesterday, was regarded by the New York Central people as favorable to the proposed lease of the Boston and Albany lines to the New York Central. Although the Stockholders' Protective Committee, which opposed the lease, held proxies for more than 100,000 shares of stock, its members receded from their avowed determination of overturning the present management and made a compromise which resulted in practically the re-election of the old Board of Directors.

The protective committee started in with the intention of dropping from the Board of Directors Secretary Edward D. Hayden, Chauncey M. Depew, Chief Counsel Samuel Hoar, E. L. Davis, and Stephen Salisbury. All of these men were re-elected.

One of the most significant remarks that Mr. Hoar made, from the point of view of the New York Central people, was this: "This protective committee will probably provoke a legislative raid on the road at the next session." Should this "legislative raid" appear imminent within the next few weeks, the value of the Boston and Albany lease to the New York Central will be greatly diminished, and there are men prominent in railroad and financial affairs who believe that under such circumstances W. K. Vanderbilt's lukewarmness toward this lease will develop into positive and repellant coldness.

CENTRAL WILL OFFER NO MORE.

Mr. Callaway Says Amount Bid in the Lease Will Not Be Increased.

BOSTON, Mass., Sept. 28.—The following is an exact transcript of the letter from President Callaway of the New York Central and Hudson River Railroad Company to the President of the Boston and Albany Railroad Company, defining the position of the Central Company in the matter of the Boston and Albany lease, which was read before the stockholders of the Boston and Albany Company at their meeting here yesterday:

New York, Sept. 21, 1899.

Mr. William Bliss, President Boston and Albany Railroad Company, Boston, Mass.

My Dear Sir: In reply to your letter, inquiring whether this company is willing to modify its offer touching the lease of the Boston and Albany, I think it proper to state the position of the New York Central Company in this matter. This company has recently consolidated its system, and now controls its connections West and South. The arrangement is working to the entire satisfaction of all parties interested. It was deemed advisable, in furtherance of this policy, to complete our system in the East by having our own line into New England, thereby securing to this railroad the advantages of the centralization of the management of its business.

As the New York Central and the Boston and Albany have been working together harmoniously, and to their mutual benefit, for many years, it seemed natural that we should seek a union with the Boston and Albany Railroad. The result of the negotiations has been the proposed lease, to which you now refer. It is our desire that the lease shall contain every reasonable and proper safeguard for the protection of the stockholders of the Boston and Albany, and for the preservation of its property. If, in its present form, the proposed lease is deficient in these particulars, we are willing that it should be so modified as to secure these objects.

Certain of your stockholders have insisted that the amount of rental is insufficient, and that, in fact, the property is capable of earning during the lease, a net revenue considerably in excess of the rental. In view of the constant demands for increased facilities, and the constantly increasing expense of the management of railroads, the New York Central Company considers the rental offered quite as large as is warranted, by any prudent view of the probable revenue of the property during the long term of the lease, in offering.

Our offer was based upon a most careful examination of the property; is the best that we would be justified in making, and cannot be increased, and while, as we have previously stated to you, we consider it advantageous to the New York Central system to have the Boston and Albany as a part, yet rather than assume any larger financial obligations we would prefer to withdraw from the negotiations. Yours very truly,

S. R. CALLAWAY, President.

A LYNCHING IN CUBA.

Senor Sanchez, Formerly a Court Officer and Guerrilla, Shot to Death—Mob Chases an Editor.

HAVANA, Sept. 28.—Señor Sanchez, who was Secretary of the Municipal Court in Union de Reyes, Province of Santa Clara, and formerly a guerrilla, was lynched yesterday. The perpetrators are not known to the authorities. Sanchez, who was shot to death, had the reputation of having committed many crimes during the war.

Señor Canizo, the Spanish editor of El Eco Español, at Matanzas, was recently chased and beaten by a mob. The police rescued him and took him to the police station for safety. The people of Matanzas assert that many letters have been received from San Antonio denouncing Canizo as a Spanish "butcher."

THE CUBAN CUSTOMS SERVICE.

Col. Bliss Reports that Americans Do Not Monopolize the Places.

WASHINGTON, Sept. 28.—Col. Tasker H. Bliss of the Commissary Department, Collector of Customs at Havana, has made a report to Assistant Secretary Meiklejohn concerning the employment of Americans in the Cuban customs service.

In this report he answers an allegation that Americans were monopolizing the places in the service. He shows that on July 1 last there were 595 persons employed in the service, of whom 545 were natives and 50 Americans.

At five of the sixteen ports there are no Americans employed except the army officer who is acting as Collector.

Cuban Money Order Issue Restricted.

WASHINGTON, Sept. 28.—Director of Posts Rathbone reports to the Postmaster General that he has published an order restricting the issuance of money orders in Cuba to five a day from one remitter to one payee.

The order was issued to correct what was considered an abuse of the money order privilege. The banks complained that the system was materially injuring them.

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The Picture Gallery contains many beautiful paintings worth coming miles to see. A large collection, by the famous artist, J. G. Brown, N. A., is here for you to enjoy. It includes his celebrated masterpiece, "A Sunbeam from the South."

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NOTES OF INSURANCE INTERESTS.

The Kings County Fire Insurance Company has been admitted to Massachusetts.

C. L. Seeley has been appointed Ohio special agent of the Providence-Washington Insurance Company of Rhode Island.

F. S. Moore has been appointed New England manager of the General Accident Assurance Corporation of Perth, Scotland.

The insurance schedule, covering the property of the International Pump Company in the United States, Honolulu, and Paris, has been offered in several local fire insurance offices.

Manager Hess, of the New York Fire Insurance Exchange, has issued a bulletin by the order of the Arbitration and Defense Committee, announcing the intention of the committee to impose a fine of $1 upon any member of the Exchange who violates the rules through an error, whether clerical or otherwise.

William Morgan has relinquished the metropolitan agencies of the Reading Fire Insurance Company and the Firemen's Insurance Company of Baltimore, in accordance with the terms of an arrangement with the Atlanta Home Insurance Company of Georgia, whereby his general agency of the latter company becomes an independent branch office agency with exclusive representation.

The Brokerage Committee of the New York Fire Insurance Exchange has authorized a ruling to the effect that no one, other than a member of the Exchange, whether an agent, or broker, a resident within the territory covered by the Exchange or outside of it, may receive a commission or brokerage on risks under its jurisdiction, until he shall have obtained a license from the committee after signing the pledge required under the rules.

At the meeting of the Fire Underwriters' Eastern Union yesterday, a resolution was adopted providing for the consideration of a graded commission rule at the next meeting. In the meantime, the members of the Southeastern Tariff Association, which is subject to the Eastern Union in the matter of commissions, will meet in Hot Springs, Va., and any action which they may take on that question will come up at the next meeting of the union, a 90 per cent. vote being required for the ratification of any essential change in the rules.

Forced Out by Standard Oil.

WASHINGTON, N. J., Sept. 28.—It is said here that within a few days the United States Pipe Line will begin the removal of the pipes it placed in the ground in New Jersey two and three years ago in the course of laying its lines from the oil fields of Pennsylvania to tidewater near New York. The railroads, prompted, it is claimed, by the Standard Oil Company, have forced the United States to this step.

Old Church Used by Lafayette Burned.

PHILADELPHIA, Sept. 28.—St. Peter's Lutheran Evangelical Church at Barren Hill, Montgomery County, was destroyed by fire to-day. The

The New York Times

"All the News That's Fit to Print."

PUBLISHED EVERY DAY IN THE YEAR.

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FOURTEEN PAGES

OUR NAVY.

In honoring Admiral DEWEY to-day with all forms of public appreciation and approval that have suggested themselves, the City and State of New York, discharging for the Nation a duty that is esteemed a great privilege and honor, does not forget that in acclaiming the famous Admiral it is testifying to its renewed admiration for and confidence in the navy.

There is pleasure and downright satisfaction in contemplating the record it has made since March, 1898. The pages of its history that relate the exploits of the Revolutionary commanders and sailors were fuller of sanguinary encounters; the story of the war of 1812, waged against an antagonist more than adequately prepared to contend with us, is more replete with instances of closely contested engagements; but no former emergency called for action to find us more alert, better prepared, more confident and willing to prove that the spirit that animated the navy is the same, that it is in our blood, that it can be relied upon to meet every future expectation.

Admiral DEWEY is a type of the American naval officer of our history. To him fell the grand opportunity of one brief conflict with an unequal foe, and he met it in a spirit so magnificent, so indifferent to the dangers then unknown but which would have been as boldly encountered if they had been greater, that an antagonist much better prepared would have found his attack irresistible. It was not the commander only who made this possible. It was the men behind the commander, on quarterdeck and forecastle, the equipment of ships and guns and projectiles, the alert, provident, forehanded Navy Department behind all, and the old naval spirit and ambition inspiring the establishment from top to bottom that contributed to the victory at Manila.

It all went to give DEWEY his victory over MONTOJO. We had grown to it slowly through years when public appreciation of the imperative necessity for a well-equipped navy had to be educated, and when, as Admiral DEWEY has recently said, the Congress somewhat reluctantly and parsimoniously granted requests for naval extension. We were all convinced in a moment—after many anxious days and hours concerning the destination of Spain's dreaded fleet of battleships and cruisers, and when we learned that MONTOJO's squadron was annihilated—that the navy that cost us so much would have been cheap if every vessel in it had cost its weight in gold. The startled New England bankers, who asked permission, at a moment when the coming of CERVERA's squadron was looked for with painful anxiety, to remove their securities from Boston to interior cities, should join in honoring DEWEY and the navy without any restraint upon their gratitude and enthusiasm.

We are all proud of the record. We do not care to conceal our own inclination to be enthusiastic about it, for it is a common feeling, in which every American may and should share. DEWEY and the navy have given us a place in history and among the powers of the world. The American who cannot feel it, and who, feeling it, is unwilling to admit it to-day, and to offer his homage and his praise to the service and its hero, ought to be sorry that he has so little red blood in his veins.

THE DECORATIONS.

Not since the naval parade of 1892 has New York made any such extensive attempt as that of which the results are to be seen to-day to put herself in gala dress. The celebrations are very different. That was an international occasion. This is the celebration of a strictly domestic and National victory, the dawning of a new National self-consciousness. Seven years ago the colors of Spain and Italy were almost equally in evidence throughout the streets with those of our own country And in that respect the earlier pageant had an advantage, from the purely decorative point of view. No colors could be better adapted for public decoration than the Spanish red and yellow, which will harmonize with almost anything, and which are more effective in masses or lines than our own tricolor. Our beautiful and brilliant banner is seen at its best when "flouting the sky," not when spread out or festooned up against a wall. And, in spite of the good advice of the mural painters to stick to the white and blue of the navy, it was inevitable that the American flag should cut the chief figure in the celebration. And, indeed, the flag "goes" with almost anything except the one thing which is, unfortunately for decorative effect, the principal building material of New York. The flag against a background of red brick "hurts," and sets the teeth of the sensitive passer on edge; produces, in fact, upon the sensitive eye very much the same effect that is produced upon the sensitive ear by a blatant discord. A block-front of red brick houses, abundantly decorated with American flags, is, in sooth, from the pictorial point of view, a series of eyesores.

Luckily, it is only against such a background that the flag makes a jar. Against marble, against granite, against any of the sandstones or limestones that are in common use with us, it goes very well indeed. One of the most effectively decorated of the big buildings down town is that of the Equitable, of which the decoration virtually consists of American flags, variously festooned and draped. And the tricolor that is so becoming to the gray granite of the Equitable is equally becoming to the white marble of the Home Life or to the white granite of the American Surety Building. City Hall Park is a particularly effective patch of colored bunting by day and of colored fire by night. The old City Hall never looked better in its life. And among its neighbors, decidedly the first place must be given to the building of the Staats-Zeitung, which is effectively decorated by day, with wrinkling ribbons of flags against its granite, but at night is more effectively detached still, with its architectural features all outlined in red, white, and blue fire. If the dome of The World Building is not equally effective, it is only because we are used to seeing that outlined in fire. To be sure our guests are not, and will be surprised and edified accordingly.

As to the general show of decorations upon the fronts of private dwellings, the same remark falls to be made that was made upon the Washington celebration of 1889 or the Columbian celebration of 1892. It is the poor quarters and the foreign quarters that are most profusely decorated, even when the poverty of the decorations makes them pathetic. It is the quarters in which the well-to-do, or the more than well-to-do, reside in which the inhabitants show least outward signs of sympathizing with the rejoicings of the city and the Nation, and, unfortunately, it is these quarters through which lies for a great distance the route of the parade. That the owners of these mansions should show their consciousness that a great National celebration is going on, in so many cases, only by building fences to exclude the celebrants from their premises is unfortunate. But the heartiness and the unanimity of the welcome to our victorious Admiral will be such that those who do not choose to participate in it will not be missed.

PROF. CLARK ON THE CHICAGO TRUST CONFERENCE.

Among the delegates who met at Chicago to discuss the general problem of trusts none was more fitted for the work than Prof. JOHN BATES CLARK, the political economist of Columbia University. He writes for the current number of The Independent an "account of its results."

It is very interesting. As was to have been expected, Prof. CLARK is deliberate and cautious in his comments. He regards the work of the conference as valuable only in the degree that it was educational. It gave to the various members and through them to the public such arguments as are "current on the two sides of a great issue." It is on the basis of such arguments, he thinks, that "the problem of trusts must actually be settled by the American people." And he quotes as significant the remark of a "particularly able member of the conference who took no part in its discussions": "I have been soaking in public opinion."

The various opinions presented differed widely, but Prof. CLARK makes this remarkable summary of them: "In general the enemies of the trust are the small capitalists and the agriculturists, and the friends of it are the Socialists, the Anarchists, and a small and well-organized body of workmen, whose friendship is conditional." This, we take it, refers to the friendship or hostility toward the trust as the trust is generally understood at the present time. It is interesting to know that there are considerable bodies of the people of the United States who are ready to take the trusts in their most objectionable form if they can be made to advance the ends which these people have in view. That, however, as Prof. CLARK clearly points out, is not the form in which the problem of the treatment of the trust will really present itself. The real question with which we shall have to deal is that of "the relation of centralization to monopoly." "If," says Prof. CLARK, "of two countries, one tolerates centralization, and the other suppresses it, the former country will win in the competition for the command of the market of the world. If it can do this without permitting the principle of competition to be suppressed, and a true monopoly to be established, it will accomplish all that a country can accomplish for the material benefit of its citizens."

"We can crush trusts," says the professor, "if we really decide to do it; but we can do something that is better than that; for we can study the natural forces that are already working against true monopoly, and by removing the obstacles that are in their way, preserve, in spite of vast consolidations of capital, the principle of competition and freedom." One of the obstacles to competition and freedom, and a more important one than is generally supposed, is the tariff, by which the trusts of a certain kind are protected from the free competition of the outside world. Another is the ability of the trusts to obtain more favorable terms for transportation than their competitors. Still another is the secrecy in which they are permitted to use the corporate franchises with which they are intrusted under the law. These are some of the directions in which the powers of legislation can be exerted to open the way to the utmost possible freedom of competition, and unquestionably these powers should be thus employed. At the same time it is our opinion that in the long run the natural forces that make for freedom and against real monopoly will assert themselves, even if the powers of the Legislature are not used to aid them. It will be found that real monopoly is not practicable and that efforts to secure it will be unprofitable.

ARMY OFFICERS AS ADMINISTRATORS.

It was the opinion of FREDERICK the Great that men of military training made the best public servants in all civil capacities. That opinion has ever since continued to prevail in Prussia, and undoubtedly it is held with great firmness by the present King of Prussia and Emperor of Germany.

It must be owned that our own recent experience tends to confirm this view. The circumspect among us could not but shudder when we saw what an enormous increase of work was to be thrown upon our civil service, in considerable part reformed, though it is, by our new possessions. Military government offered the only means at our command for governing them at all, and very likely military government will have to be prolonged much longer than is politically desirable, simply because the trained officers of the army and navy are the only class of trained public servants we possess.

But upon the whole, how admirably they have been doing work which is by no means the specific work for which they were trained. It seems that thorough training in any direction is a better preparation for public service in the way of administration than the general American readiness and handiness, unaccompanied by such special training. We are all proud of what has been done in the way of pacification by Gen. HENRY in Puerto Rico, by Gen. WOOD in Santiago, by Gen. LUDLOW in Havana. And it seems that we are in the way to become as proud of some things that have been done by our officers to solve the far more difficult problem that confronts us in the Philippines.

There has just come into our hands the order issued by Col. KOBBE, which is printed in another column. As Major KOBBE of the Third Artillery, with a battalion acting as infantry, in the Philippines, the author of the order greatly distinguished himself, as everybody knows, and his command astonished the foreign observers of the campaign by its "fire discipline." His strictly military merits have been recognized by his appointment to the command of one of the new regiments. His merits as a civil administrator have been recognized by the adoption, on the part of Gen. OTIS, of the order in question, and the extension of it to all those parts of the Island of Luzon which have come into our possession.

It will be seen that the scheme of civil government outlined in Col. KOBBE's order fulfills the President's pledge of a government in which the natives shall participate under the Stars and Stripes. It is quite evident that native feeling has been carefully consulted in the preparation of the order. That, indeed, is made plain by the adoption and extension of it by the department commander. Upon the whole, it seems that the officers of the army and navy know not only their own business, but a good deal that is not strictly included in their own business. It is not likely that we shall do our National interests any harm by "leaving them to do" for a considerable while yet, and refraining from disturbing the provisional arrangements made by men who know the problem much better than it can be known by members of Congress.

THE DISAPPOINTED FEW.

To almost everybody the home-coming of Admiral DEWEY has given unalloyed satisfaction. The American people who had formed impressions of and opinions about him from official reports of his action, from newspaper accounts of what he had accomplished and said, from the impulsive enconiums of such foreign officers as Capt. CHICHESTER of the British cruiser Immortalité, and from many personal letters written by private citizens, found him on his return to be all that they had believed him to be, courteous, cordial, gentle, brave, discreet, fair and generous to friend and foe, a warm patriot wearing proudly yet modestly the splendid name won by himself and his squadron.

There ought to be no reserve of doubt anywhere as to whether DEWEY's estimation of the meaning, the conduct, the justification of the conflict in the Philippines was right when he was at Manila. He has been quoted, over and over again, for some months, by certain newspapers as favoring the immediate cessation of the attempt by the United States Government to compel respect for and acknowledgment of American sovereignty. Indeed, a scrap of something Admiral DEWEY is reported as having said in January, 1899, has been made to do daily service to convince its readers of his disapproval of "a war of criminal aggression." "Rather than make a war of conquest on these people," he is quoted as saying, "I would up anchor and sail out of the harbor." And another paragraph, employed with anxious reiteration, represented him as declaring in August last that he had "never been in favor of violence toward the Filipinos." "I should like," he appeared to have said, "to see violence put a stop to."

If we had been inclined to seek occasion for condemning the Administration for its course in the Philippines, disposed to conclude that DEWEY had a better opinion of the Filipinos than of his Government, possibly we should have grasped eagerly at these alleged utterances of DEWEY to sustain our belief. Believing, however, as we did, and as we do, that the Government could not decently, or with expectation of approval at home or abroad, choose the easy but shameful and possibly disastrous course of abandoning a burden imposed upon us by war, it seemed wise to wait a bit and to get Admiral DEWEY's opinions directly from him at home, where they could be promptly verified or denied.

Some things said by the Admiral since his arrival here have assured us, as they must have disappointed many of those earnest but mistaken apologists for AGUINALDO. Admiral DEWEY does not believe that the United States forced war upon the Filipinos. He does not consider the Filipino leader a man of massive powers. "AGUINALDO," he says, "was quite friendly with me at first, before the insurgents began fighting us." DEWEY knows something about the use of accurate language. If he knew that we had made war upon the Filipinos he would not have stated the fact in language to give a contrary impression. He evidently believes that they began the fighting.

It is the fault of those who have been disappointed, and not DEWEY's fault, that they have permitted themselves to hope that in the gallant Admiral they were to greet an anti-expansionist, a "flag-furler," an advocate of the surrender of the Philippines to the tender mercies of a group of able but ambitious men for whom AGUINALDO, according to Admiral DEWEY, was merely a "tool" and a "figurehead." We fancy that even the most zealous friend of AGUINALDO, as the exponent of the Filipino idea of independence and civilized rule, will drop some of his misdirected admiration and sympathy on reading DEWEY's assertion that "LUNA was killed by AGUINALDO's orders."

TOPICS OF THE TIMES.

—Something of a ripple has been created in the pool of Middle West journalism by the sudden appearance therein of a person who may, by a little stretching of words, be described as an ecclesiastical censor. It seems that The Milwaukee Germania, which is credited with being "a daily newspaper of extended influence and circulation," has secured, on terms not stated, the services of the Rev. Dr. DEIMLING, and announces that his task will be to exclude all objectionable matter from the local and telegraphic news matter published in The Germania's weekly edition. In the performance of this duty Dr. DEIMLING will, to an extent not quite definitely explained, represent the Lutheran synods of the West, and to that extent, whatever it may be, his position will be analogous to that of the press censor as he exists in certain belated lands where liberty of speech, opinion, and everything else is regarded with disfavor by the constituted authorities, both secular and clerical. It is not to be supposed, however, that the good doctor will exercise a power particularly tyrannical in an office to which he has been voluntarily invited by those who will pay him his salary, and, viewing the case in all its aspects, we are unable to see that he will be anything more than, or different from, the usual and unsurprising managing editor. Indeed, if his speech is to be heeded only when it is "Nay, nay!" and others are always to have the original "Yea, yea!" we should say that he is to perform only one, and not the most important, of the duties of the ordinary managing editor. So, after all, it's not much of an innovation that The Germania has instituted and our Western contemporaries are exclaiming over what is in fact only a clumsy division of authority that might better be kept together. The scheme will not work well or long, for either the proprietors of The Germania do not want to publish anything objectionable, in which case a special "censor" is unnecessary, or else they have such a desire, and if that is so they never will allow one of their own employes to interfere with it.

—Among the suggestions which the managers of the Pan-American Exposition at Buffalo have been considering with favor was that of building a colossal structure in the shape of the animal after which the city was named. Within it were to be a restaurant, a theatre, and other attractions for visitors, and powerful searchlights were to shine from the monster's eyes and illumine the surrounding country. Made on a sufficiently large scale, such an edifice would have been an impressive spectacle for the average exposition attendant—not a person of the most cultivated taste—and it is little wonder that the Buffalonians thought well of the scheme. But while they were studying plans and specifications they received an unpleasant surprise in the shape of a warning that if they wanted to do anything of this kind they would have to treat with—and pay the price of—Mrs. MARY LAFFERTY of Anderson, Ind. Why? Because away back in 1879 letters patent were issued to the late—in this particular matter he was reasonably early—husband of Mrs. LAFFERTY, covering the construction of buildings in the form of animals! The lawyer of this inconvenient lady told the managers that, though the patent was on the verge of expiration, an application for its renewal was pending, and he intended to protect his client's rights by means of injunctions and the like devices, in case of necessity. JAMES V. LAFFERTY, who had the foresight to patent the giant animal idea, was connected with the Centennial Exposition at Philadelphia, and in his confidential moments he always admitted his monopoly owed more to his memories of youthful pondering on the Trojan horse than to real inventive genius. He built the once familiar elephant at Coney Island, by the way, and his claims were recognized in several other parts of the country. The Buffalo Directors do not feel inclined to recognize those of Widow LAFFERTY, and, as they also have a dislike for lawsuits, the chances are that their show will have to depend on something else than a big bison to excite the desired amount of talk and wonder.

—Several difficult and delicate questions are raised by consideration of the tale from New Haven, published yesterday, about an agent of the Connecticut Humane Society who compelled a visiting New Yorker to substitute long stockings for short socks as covering for the legs of his eight-year-old daughter. It was the agent's belief, or opinion, that when autumnal breezes blow bare legs mean suffering from the cold, and that therefore the little girl in question was being cruelly treated by her parents. He had the power to enforce his views and did it, much to the indignation of the parents, who regarded themselves as competent to decide the matter for themselves. What the child thought about it nobody seems to have inquired, an unfortunate oversight, for if she was content with her socks, and she was old enough to speak for herself, then the agent was merely an obnoxious meddler.

GENERAL NOTES.

Active "Lily White" Republicans (the white men's faction of the party) of Louisiana say that they will put a ticket for State officers in the field at the next election.

* * *

Dr. Rufus K. Prewitt, Populist candidate for Governor of Mississippi, is to make a vigorous and thorough canvass of the State. A joint debate with the Democratic nominee was declined by the supporters of the latter.

* * *

The Mississippi State Board of Health is pronounced in favor of the policy of isolation and disinfection of first cases of yellow fever, rejecting the old plan of local shotgun quarantine against infected towns as barbarous, inefficient, and destructive to the best interests of the State.

* * *

The Sharon Steel Company is to erect a big plant on 400 acres of land near Sharon, Penn., and promises in eighteen months to be in a condition to employ 2,000 men. Its capital is to be $3,000,000, and it will operate independent of the trusts. F. H. Buhl is to be President of the company.

* * *

The Merchants' Exchange of Buffalo has a bureau of conventions and industries whose efforts are directed to securing the holding of National and other conventions of various sorts in that city. The managers recently reported that they had secured nineteen and had expectations of obtaining several more during this and next year.

* * *

The Rev. Horatio Stebbins, D. D., has recently completed his thirty-fifth year as pastor of the First Unitarian Church in San Francisco, where he succeeded the late Thomas Starr King. His congregation presented to him a handsomely engrossed testimonial and a check for $2,000 on the anniversary. Dr. Stebbins is said to have fully recovered from his recent severe illness.

* * *

Gen. John B. Gordon of Georgia has declined the offer of Louisiana Confederate veterans to aid in rebuilding his home, which was recently destroyed by fire. He says he is grateful to them, but cannot permit them or any other Confederate veterans to carry out this generous purpose. "With the land on which my home stood free from incumbrance," he adds, "and with my health somewhat improved, I hope to be able by my own efforts to rebuild my home before a great while."

POLITICAL ASSESSMENTS.

To the Editor of The New York Times:

It is a favorite argument for high salaries for public officials that they bring into the public service men whose superior talents would be otherwise lost to the people. Probably that is the consideration that prompts the fixing of salaries of New York Judges. It is an object that is wholly negatived by the custom of levying assessments no nominees for Judgeships—just as much so as though the incumbency of the office were to be thrown open to competition in the regular commercial way, and offered to the man who would undertake the duties for the least salary. So far as the high salary is an inducement to men of first-class mind and attainments, the inducement is diminished by as much as the amount of the assessment, which the testimony of the Judges themselves shows to be a considerable proportion of the total compensation. Presumably the assessment operates, therefore, to bring down the grade of the candidates who are willing to undertake the judicial duties. The public should be able to obtain as good abilities in their Judges by the payment of lower salaries to the extent of present assessments on candidates.

The principle of the assessment is that a special opportunity or privilege is accorded the candidate of doing better than he could hope to do in the ordinary pursuit of his profession. The assessment is the premium he pays for his opportunity to the political organization which accords it. The assessment is adjusted probably pretty closely by the measure of the improvement which would be wrought in the candidate's prospects over his chances in regular competition in his profession. It follows, therefore, that the higher the assessment a candidate is willing to pay, and the more acceptable he is for that reason to the political organization, the less fitted is he by his ability and attainments to cope with the ordinary requirements of his profession. That is an extraordinary plea advanced by one of the Judges on the stand that the payment of the assessment constitutes a settlement in full of all obligations by the candidate to the organization, and so makes for the independence of the judiciary. If this view of conditions were warranted it would afford abundant ground for deprecation over the condition of public morals and standards. But a flagrant instance is fresh in the public mind of what happens to a candidate for Judge who has settled assessments ungrudgingly, and who has yet refused the further demands of the organization to direct his conduct.

One must admit the high character and abilities of some of the men who have paid these political assessments, and found their way to the bench. It is clear that the one incentive in their cases was not the high salary, but the honor and distinction of the office. If these are sufficient inducements to high-minded and capable men to make them willing to forego a part of the legal salary in the form of assessments, a readjustment of salaries according to the grade of the customary assessments levied might be a feasible method of offsetting the abuse without danger of deterioration in the standard of the candidates who would offer themselves for the judiciary. G. S. C.

New York, Sept. 26, 1899.

SEVENTH AVENUE IN BAD SHAPE

To the Editor of The New York Times:

I desire to thank "Property Owner" for his letter of the 19th inst. on "Seventh Avenue" and THE TIMES for its publication. Doubtless it was received by your many readers along the avenue like some far-off dream. Certainly no one could realize the actuality of having any one take an interest in this avenue. Even property owners themselves heretofore have considered their holdings only as covers for crime and the scum of civilization out of which to squeeze larger rents than possible from more respectable tenants. Fortunately this class of landlordism is now confined to a few small owners, some of whom are churchgoing members. Therefore there are hopes of further regeneration. But the municipal authorities are responsible for certain locations through allowing owners to maintain rickety old wooden shanties that would disgrace the barnyard of a well-to-do farmer. Reputable tenants will not live in such quarters, therefore the owners depend on negroes or a low type of Italians for occupants and rents. All of these structures are violations of the law, and ought to be torn down. This would be no hardship, as it might be supposed, for the owners are well-to-do financially, and abundantly able to replace them with modern structures.

But the avenue is badly in need of better street service. An electrical line of cars over the route suggested by "Property Owner" is practicable, and would pay the company for the improvement, besides giving satisfaction to the public along the avenue. The old line through Thompson and Sullivan Streets has always been objectionable, particularly in hot weather. Furthermore, the route suggested by "Property Owner" would ease the traffic on Sixth and Eighth Avenues and Broadway as well.

Accompanying this improvement the avenue should be asphalted, if for no other reason than to divide the traffic on Eighth Avenue. Under the present conditions the asphalt on Eighth Avenue has to stand at least one-third more wear than it otherwise would if the pavement on Seventh Avenue were in like condition. Moreover if Sixth Avenue were asphalted to Canal Street the up and down traffic would become equalized between the three avenues in accordance with natural laws.

At present between midnight and 6 o'clock there are at least 500 or 600 grocers', meat, and milk wagons grinding over the pavement of Eighth Avenue to the various downtown markets and returning. This added to the day traffic is enough to ruin any pavement, and no doubt accounts for the patching and repaving that are almost constantly being done. Thus it is plain to be seen that asphalt on Seventh Avenue would not only be an improvement to the property and business interests along that avenue, but that it possesses economic features in regard to Eighth Avenue.

Now, Mr. Editor, we are plain people on Seventh Avenue, but we do want an electrical railroad, asphalt pavement, and the old wooden, disease-breeding shanties torn down. Then, with the improvements under way and those shortly to take place, property on this avenue will show a transformation in value that will enable the city to get back expenditures for asphalt through an increased assessed value of property, and at the same time an electrical railroad will enable the Metropolitan Company to make up for its losses in trying to force the public to patronize its country, backwoods conveyances that now disgrace the avenue at the rate of about two miles on hour.

REAL ESTATE DEALER.

New York, Sept. 23, 1899.

EFFECT OF LIMITING DIVIDENDS.

To the Editor of The New York Times:

A communication appears in your last Sunday's issue over the signature of A. C. Adams, headed "Would Limit Dividends," in which the writer suggests a remedy for one of the alleged evils of trusts. The evil referred to is in "restricting the number of employes, and invariably reducing the scale of wages, so that large dividends can be paid." The remedy proposed by Mr. Adams to "regulate the evil action of trusts, and thereby improve the condition of the laboring classes," is to provide by law that "all trusts, stock companies, and joint associations shall not pay dividends on their stock of a higher percentage than what is allowed by law to be charged for money borrowed."

He goes on to say that, if such a law were enacted, "one of the first effects would be that employes of such corporations would be fairly treated, because it would be of no advantage to such concerns to pay those they employ small wages, and constantly reminding them that they could get hundreds to fill their positions at one-half the salary paid." Now, as I look at the question, such a law would be manifestly inequitable, and therefore unjust to stockholders, unless it should also provide that the employes of all "trusts, stock companies, and joint associations" shall not be allowed to receive a "scale of wages" too high to prevent the payment of "dividends on their stock" at a lower percentage "than what is allowed by law to be charged for money borrowed." I have no doubt many "such concerns" would be only too willing to have their dividends restricted as proposed by Mr. Adams, provided the employes would be equally willing to have their wages restricted on the same basis.

S. W. H.

New York, Sept. 25, 1899.

PLIGHT OF BAKER FAMILY.

To the Editor of The New York Times:

The net result of the various meetings and other methods of collection is $210, now on deposit in this city for Mrs. Baker's benefit. I hold, in addition, $88, the sum of donations sent to me. The disagreement of the parties assuming responsibility for bringing the family North, the consequent public distrust, and the final abandonment of the original purpose, have been made known through the columns of the daily press.

As the result of a consultation with Mrs. Baker and friends, it is proposed to raise a total sum of $1,200 to purchase a small house in the vicinity of Boston.

This extract is from William Lloyd Garrison's letter in THE TIMES Sept. 23. The Bakers referred to are members of the unfortunate family of colored people which was brutally assaulted at Lake City, S. C., several months ago. This assault, like nearly all others upon negroes in the South, was committed by a mob of cowardly wretches whom the negroes, with their strange aptness of expression, have from time immemorial described as "poor white trash." Its appropriateness, when applied to one of this class, is clearly understood, and is never questioned by the respectable, representative element in the South; and it usually sticks, with all its offensive odium, as long as the man lives. As the negro is a believer in the laws of heredity, the son, grandson, and great-grandson, in his eyes, are all "tarred with the same stick." The hatred between this class and the blacks, as your readers presumably know, has always existed since the first days of slavery, and it will exist, no doubt, as long as the two races dwell together.

In consequence, it would be marvelous, among so many millions, if outbreaks and conflicts did not occur. It must be borne in mind, likewise, that simply because a man's skin is black he is not essentially an angel; to the contrary, all statistics prove him to be, whether in the North or in the South, at times a very intractable fiend, and his suppression requires very heroic treatment. It is hardly fair to deride and abuse, without distinction, the whole people of the South because a small proportion of its inhabitants violate the law. If conditions were reversed and every negro in the South should suddenly make his home north of Mason and Dixon's line, knowing well as I do the feeling here, I can safely assert that it would not be long before a race war would ensue compared with which, for a time, Dante's conception of hell would be a gilded paradise.

But, coming back to the letter, I wish to say there is nothing remarkable about it except that it throws a flood of light upon the comic side of a very serious problem. It shows very clearly the Boston character where the Southern negro is concerned. I was in and near Boston the greater part of the Summer, and attended meetings which were frequently held in behalf of the Baker family, which, by the way, is deserving of all that can be done for it. Its troubles were discussed in the churches and public halls, and the newspapers referred to them daily, and hundreds of letters by all sorts of people were published; resolutions by the score were passed inveighing against the present Administration. The Southern people were anathematized and held up to public scorn by speakers, both male and female. Knowing something of their love for the negro, I was anxious to know how it touched their pocketbooks. This letter explains it; for here we have the unpleasant spectacle presented of William Lloyd Garrison appealing to New Yorkers for the pitiful sum of $1,200 with which to buy near Boston a home for Mrs. Baker. After several weeks of hysterical endeavor to do something for this miserable family, which has been brought North and is entirely destitute, only $298 in all has been collected. It is sincerely hoped the Southern residents of New York City will set Boston an example in this matter and raise funds sufficient to buy the Bakers a home and add at least $298 for something to put into it; the negro needs food and raiment as well as a home. I will be glad to contribute to such a fund. It is not a pleasant duty to criticise in this way, only to show that in Boston, as well as in the South, there are folks, composing, happily, but a small portion of the population, whose insufferable tongues, bad manners, and presumptuous conceit deserve for them the severest censure. Benevolence, when applied to the poor and needy, is one of the most sublime virtues, but cant and hypocrisy are equally despicable.

SAMUEL E. SHIPP.

Newburg, N. Y., Sept. 25, 1899.

CUBAN SITUATION COMPLICATED.

To the Editor of The New York Times:

When one reads in The Manchester Guardian that "the reported appearance of yellow fever at Key West has had a somewhat depressing effect on the market generally," it gives emphasis to what I wrote you lately on the money value to our Southern States that would be added by stamping out the fever in its garden and nursery—Cuba. Those who think that for sentimental reasons we should stand off and let the factions in Cuba fight ad libitum and make a political Santo Domingo in addition to cultivating the yellow fever germ have now another stern reality to face. In round figures, four hundred million dollars of Cuban-Spanish bonds—orphaned!

If the American sentimentalist and the Cuba Libre shouter think that the owners will cast these bonds into the waste basket with a sigh and therewith be content, they know little of human nature. Cuba Libre will find that two or three first class European powers, whose citizens own these bonds, can bring an uncomfortable pressure to bear on her, and unless the United States declare their intention to take a hand à l'outrance, the property owners in Cuba will find that some kind of a compromise may have to be made.

This is but a single point showing how stormy and uncertain must be the voyage of the little Cuban craft, unless she get into our navy of Territories and States.

West Florida once wanted to set up for herself, just as that minority of myopic Cubans now do. As to the practicability of large federations Jefferson was an optimist, though some who bear his party name now are not. Aside from this bona spectre, who knows what other difficulties lie in the womb of the future for Cuba Sola? Alone, Cuba may not long be free; as one of us she will always be so. If the powers bring a pressure to bear on Cuba to make her pay the interest on these bonds without in any way forcing their institutions on her, the Monroe doctrine would not justify our interference. If we interfere at all it would have to be from a generous spirit; and there is just as good reason for interfering in behalf of the free republics of South Africa, whose people must either be killed now fighting against England or later on fighting for England. Scotland and Ireland once sacrificed their sons in fighting against England; they equally sacrifice them now fighting for her.

We do not interfere when European powers use force to wrest money from the Spanish-American Republics. Germany robbed Haiti under pretense of an indemnity, and we did not interfere. If France, Spain, England and Germany force Cuba to assume these bonds that is not our business, but it will give them a hold on Cuba very disagreeable to us. But Cuba Territory in the United States of America can—as the French say—make the long nose at the bondholders and the powers.

The moral of this all is, that the Cuban situation is not the simple one that some of those Americans who wish our army withdrawn and the island let strictly alone seem to think it is. If Cuba become a Territory in the United States, later to become a sovereign State of the Union, we shall simply point the bondholders, and the powers backing them, to Spain, with a suggestion of what was done to Egypt.

GEORGE WILSON,

Lexington, Mo., Sept. 23, 1899.

GRAVE OF ROBERT K. MORRIS.

To the Editor of The New York Times:

In wandering through the old Catholic Cemetery on Main Street, in Baton Rouge, La., some years ago, I happened upon a blackened headstone, which aroused my curiosity. Brushing aside the tangled growth I read the following inscription:

Sacred
to the memory of
Robert Kane Morris,
Son of
Thomas and Sarah Morris
of the City of New York,
and grandson of
Robert Morris
of Philadelphia,
Superintendent of the
Finances of the U. S.
during the Revolutionary War
and one of the signers of the
Declaration of Independence.
He died of the Cholera
on the 6 day of June, 1833,
in the 30th year of his age.

I began to wonder how and why young Morris came South, and I came to the conclusion that Robert Kane Morris came South to retrieve the family fortune, which had been wasted by his grandfather in the effort to build up the finances of the United States. Later that grandfather suffered imprisonment for debt, because Congress did not do its duty.

At about the time young Morris migrated banks were being established in Louisiana, and he felt safe with the prestige of his name in venturing into the new field. He was young, only thirty at death, and with natural gifts might have established a thriving business and a new family. Perhaps he had just reached Baton Rouge, where the cholera, but lately brought from Asia, was ravaging that and other sections of the South, when it seized him and bore him to an early grave.

I did not search further, because at the time it was of no further interest to me, and have only presumed upon your time and space, thinking that this might be of interest to some of your many readers.

W. J. H.

New York, Sept. 26, 1899.

In Favor of Judge Barrett.

To the Editor of The New York Times:

Your recent editorial article advocating a general support of Judge Barrett at the coming election was most sensible and opportune. At his last election he was the choice of all parties. Can there be any question that his judicial career has justified such expression of public admiration and confidence, or any reason why it should not be renewed?

Partisan politics should not, in my judgment, be involved in the selection of judicial officers; the best men should be chosen and continued in office so long as they do their duty. That is the theory of all reformers, and it certainly applies to the present case. How can we expect better things if such men as Judge Barrett are to meet with opposition at the polls? W.

New York, Sept. 28, 1899.

NUGGETS.

Not Hospitable.

It is said that misery loves company, but it doesn't entertain its company very well.—Chicago News.

The Bigger Numbers.

"You've moved further up town, haven't you?"

"Yes, our street has been renumbered."—Chicago Record.

Universal Belief.

Professor—Now, Mr. Doolittle, what have you learned about your topic—the diamond?

Mr. Doolittle—That every woman believes it harmonizes exactly with her complexion.—Jewelers' Weekly.

Her Mistake.

"Poor girl! What did she want to marry that old beau for? I told her he was an octogenarian."

"I know it, but she thought an octogenarian was a man worth $80,000."—Chicago Tribune.

The Reaction.

"How is your new man getting along?" asked the customer.

"Well," said the grocer, "I'll try him for a little while longer and see if he will wake up. But just at present it looks as if he had put out so much energy in getting the job that he has none left."—Indianapolis Journal.

THE OLD HOOKED RUGS.

Holman F. Day, in Lewiston Journal.

When Aunt Belindy got her frame and
stretched some burlap in with tacks,
And set two chairs exactly right and hung
the frame across their backs,
We children used to huddle round and
watch the thing with all our eyes,
And get in Aunt Belindy's way and make
her old-maid temper rise.
But yet we braved her cuffs and threats and
crowded up around her snug,
Determined not to miss a move in starting
in to hook that rug.

I've seen a lightning artist paint and entertain a sidewalk mob,
And people who are looking on can see he's doing quite a job.
But he can never hold my gaze as my old
Aunt Belindy could
When, taking from the ash-strewn hearth
a piece of charred and blackened wood,
She drew upon the burlap breadth designs
as fast as we could look—
Squee-jiggers, scrolls and twists and quirks
—to show the figures she should hook.

And when upon the virgin cloth the border
slowly, slowly grew
It seemed to our young, anxious gaze that
such a task would ne'er be through,
So many bits of rag and tag, so many hooks
and pulls and snips,
It seemed as vast and grand a task as building palaces and ships.
And in our childish eyes, I fear, Creation's
self had not to lug
The burden Aunt Belindy did when she commenced to hook a rug.

And yet with things well under way, her
temper softened and she took
Our proffered aid, and when it came to
"filling in" she let us hook.
She let us pick the colors out and rummage through the bulging bags,
And separate the woolen strips and snip
and twist the cotton rags;
And when at last the frame was full and
pa with sheep shears clipped it snug,
We shared in Aunt Belindy's pride as
understudies on that rug.

A score or more of years ago Belindy
passed where rugs are not;
I trust she walks on pearl and gold while
mortals tread the rugs she wrought.
For she has earned eternal rest who worked
so hard this side the tomb,
Who put such patience in her tasks to cheer
the old home's dear fore-room.
But when, my boy, we wander home, we
weary worldlings curst by cares,
And tiptoe to the dear old room and sit
there in the horsehair chairs,
Those dear old rugs bring only tears that
drop upon them as we look—
For, oh, that ragged rug of Life our hands
since then have helped to hook!

EARTHQUAKE KILLED 1,000

Great Destruction of Life and Property Near Smyrna.

2,000 HOUSES DEMOLISHED

Greek Government Receives Information of the Great Disaster at Aidin, in Asia Minor—Many Injured.

LONDON, Sept. 28.—The Echo to-day says the Greek Government was informed yesterday that the severe shock of earthquake around Smyrna killed 1,000 persons, injured 800, and demolished 2,000 houses and two villages.

A dispatch from Smyrna Sept. 20 said that a disastrous earthquake had occurred that morning at Aidin, a town on the Mender, eighty-one miles southeast of Smyrna.

The chief cities of the Vilayet, or Province, of Aidin are Smyrna, its capital; Magnesia and Aidin. The latter place is the residence of a Pasha and the focus of a flourishing trade in grain, carpets, figs, opium, and sponges.

The most destructive earthquake of which there is any knowledge was that of Lisbon. It began Nov. 1, 1775, and was felt all over that part of the earth's surface included between Iceland on the north, Mogador, in Morocco, on the south, Toplitz, in Bohemia, on the east, and the West India Islands. The destruction of life and property occasioned by its shock was very great. The disturbance continued, especially in the vicinity of the Mediterranean, with short intermissions, for several months.

On Nov. 18, 1755, the most violent shock occurred in New England which has been felt since its settlement by the whites. One of the most destructive earthquakes of recent occurrence was that which took place on the Island of Ischia, near Naples, July 28, 1883, by which over 2,000 persons perished. By the earthquake of Mendoza, South America, on March 20, 1861, over 12,000 persons lost their lives. A violent earthquake, most destructive in Charleston, S. C., and vicinity, occurred on the night of Aug. 31, 1886.

DEATH IN THE INDIAN FLOODS.

400 Persons Killed at Darjeeling—Many Drowned on the Plains—Great Havoc at Kurseong.

CALCUTTA, Sept. 28.—Lieut. Gov. Sir John Woodburn announced to the Council yesterday that 400 persons lost their lives through the floods at Darjeeling, capital of the district of that name, in addition to those drowned on the plains.

Great havoc has been caused at Kurseong. The Margaretchope estate lost 100 acres and the Mealand factory was destroyed. Some coolies were buried in the ruins of the manager's house, which was partly destroyed. The Avongrove estate lost thirty acres and 4,000 tea bushes. The coolie lines were swept away and many persons were killed, but the exact number is not known. A factory was also destroyed at this place.

A huge landslip below St. Mary's Seminary destroyed the railroad bridge and completely blocked the road. A breach thirty yards wide has been made and the rails are hanging in the air. It is thought the breach cannot be repaired within thirty days. Telegraphic communication between Calcutta and Darjeeling has been re-established, but railroad traffic beyond Kurseong is not likely to be resumed for a long time. The road is impassable for horses and travelers are only able to journey on foot and with much difficulty.

METHODIST SCHOOLS DESTROYED.

Kneeling in Prayer the Children were Swept to Death.

CALCUTTA, Sept. 28.—The Methodists whose stations and schools have suffered from the earthquake are American missionaries.

Queen Victoria, on hearing of the disaster, telegraphed her profound sympathy to the bereaved families.

The story of the destruction of the Ida Villa branch of the Calcutta Girls' School is related by Miss Stahl, who saved many of the children. A landslide compelled the occupants to leave the building, and Miss Stahl, guiding the children, commenced a perilous climb, finally gaining the Mall Road. All the time rain was pouring down in torrents, the earth was shaking, and the children were terrified. The blackness of the night, falling boulders, the crashing of trees, and fears of the earthquake finally compelled the party to return to the Ida Villa. Even then Miss Stahl had a struggle with the children, who, fearing the collapse of the house, sought to fly into the night.

Misses Reid and Soundry finally made another attempt and escaped with the children. They were, however, overwhelmed by a landslide. The teachers escaped, but many of the children perished.

In the meanwhile Ida Villa had also been destroyed. Will Burlee, the sole survivor, says that when it was seen that escape was impossible, a Sister made them all kneel in prayer, and while kneeling the house was swept away.

It is estimated that the loss to the tea garden proprietors alone is about $5,000,000.

WELCOME TO GEOGRAPHERS.

Prince von Hohenlohe Gives Banquet to Delegates at Berlin.

BERLIN, Sept. 28.—The seventh International Geographical Congress opened in the Unterhaus here to-day. Prince Albrecht welcomed the delegates in the name of the Emperor, and Prince Hohenlohe delivered the inaugural address. He pointed out the German Empire's interest in geographical research, and alluded to the recent international co-operation in antarctic exploration, which, he said, promoted both science and peaceful intercourse.

Several of the foreign delegates also spoke. The Prince of Monaco described his expedition to East Greenland.

This evening Prince von Hohenlohe gave a banquet to the delegates. Gen. A. W. Greely, the Arctic explorer, was among those present.

The Imperial Chancellor toasted the congress, and Baron von Richthofen, the President, expressed the thanks of the delegates.

The Prince of Monaco, Honorary Vice President of the congress, proposed the health of Emperor William.

At the reception which followed, the Imperial Chancellor read a telegram from the Emperor replying to the message sent his Majesty in the morning. The Emperor wished the congress all success in its beneficent work, and expressed his satisfaction that an international work of peace had brought the congress together in Germany.

COURT-MARTIAL OF JAUDENES.

Put on Trial in Madrid on the Charge of Surrendering Manila.

MADRID, Sept. 28.—The trial by court-martial began to-day of Gen. Jaudenes, who succeeded Gov. Gen. Agustin as Spain's chief representative in the Philippines, after Agustin's precipitate departure, and who subsequently surrendered Manila to the combined forces of Admiral Dewey and Gen. Merritt.

The testimony of Gens. Noet and Tejeiro was taken.

A VOLUNTEER MAJOR ACCUSED.

BERLIN, Sept. 28.—Max Schiemaugk, a major of United States Volunteers in the war with Spain, who was arrested here some months ago for obtaining money under false pretenses, was to-day identified by Postal Inspector Wheeler of Washington, and formally charged by him with forging postal orders while residing in the United States.

Arrangements will be made for his extradition.

John Sleeper Clarke Buried.

LONDON, Sept. 28.—The remains of John Sleeper Clarke, the American comedian, who died suddenly on Monday at his home, Westbourne House, Surbiton-on-Thames, were interred to-day at Teddington Cemetery. Among the mourners were Mr. and Mrs. Clement Scott, Charles Hawtrey, the staff of the Strand Theatre, and Mr. Clark's two daughters. Many beautiful wreaths were placed upon the coffin.

Three New Plague Cases at Oporto.

OPORTO, Sept. 28.—Three new cases of the bubonic plague and one death from the disease were officially reported to-day.

BRITISH SAMOAN DAMAGES.

$35,000 Claimed for Property Injuries from Rebels and Warships.

WASHINGTON, Sept. 28.—The British Commissioner to Samoa, Mr. Eliot, has received from Apia a full report on the claims made by British subjects for damages resulting from the bombardment and the native uprising. The claims aggregate something above £7,000. Of this amount about £6,000 grows out of the depredations of the Mataafa rebels in January and March last, while some £1,000 is for losses resulting from the bombardment of the British-American naval forces and the succeeding operations on land.

There are a large number of separate claims, showing the damage to have been widely distributed. A claim of £840 for the sacking of a residence near Apia and the destruction of a cocoa plantation, gives an idea of the wanton destruction following the native uprising.

The original amount of the claims was double that now submitted to the British Commissioner, as they were first subjected to rigid scrutiny by a British official at Apia.

Besides the schedule of claims, a considerable amount of general information as to the situation in Samoa was brought in the last official mail. There was no evidence of any disorder, however, and no apprehensions expressed as to another native uprising.

Mr. Eliot called at the White House today and had a talk with the President, in the course of which Mr. McKinley expressed his satisfaction with the work of the Samoan Commission. There appears to be no doubt that the American and British authorities are prepared to carry out the plan proposed by the committee for the future Government of Samoa, but it is not so certain that the German Government is prepared to accept the findings of the commission in toto.

Mrs. Langtry's Reminiscences.

LONDON, Sept. 29.—The Daily Mail says that Mrs. Langtry (Mrs. Hugo Gerald de Bathe) is still writing her reminiscences, which will be published about Christmas.

RULES FOR DISPENSARIES.

Demand for a Representation of Women on Boards and Clearing House for Suspicious Applications.

The Committee on Dispensaries of the State Board of Charities gave a public hearing yesterday in the library of the Charity Organization Society, at which a tentative set of rules for the government of dispensaries was discussed. The committee consists of Dr. Stephen Smith, of this city, Gen Simon W. Rosendale, of Albany, and Dr. Enoch Vine Stoddard, of Rochester, who, however, was absent. Nearly a score of prominent physicians and lay trustees connected with local dispensaries were present at the hearing, and many responded to the invitation to express their opinions upon the proposed rules.

At the last session of the Legislature the law relating to the regulation of dispensaries was amended with the object of correcting certain abuses. The amendment goes into effect Oct. 1, and obliges all dispensaries to take out licenses and be governed in the conduct of their affairs by the rules and regulations prescribed by the State Board of Charities.

The rough draft of rules presented for criticism at the hearing was based upon data obtained from many physicians and laymen, who are engaged in the administration or supervision of dispensaries, and the special committee wished to obtain further suggestions before submitting the rules to the State Board.

Those who took part in the discussion were Mr. Charles C. Savage, President of the Board of Managers of the We Milt Dispensary and Trustee of Roosevelt Hospital; Dr. Frank Van Vleet, Surgeon and Director of the Manhattan Eye and Ear Hospital and member of the State Medical Society; D'Alcese Haddon, trustee of the Northeastern Dispensary; Dr. Warren Schoonover, House Physician and Secretary of the Board of Managers of the Northeastern Dispensary; Dr. Frederick Holme Wiggin, President of the New York County Medical Association; Dr. Wickes Washburn, Chairman of the Committee on Charities, State Medical Association; Dr. M. C. O'Brien, Secretary of the State Medical Association; Mr. Edward T. Devine, Secretary of the Charity Organization Society; Dr. F. R. Sturgis, Chairman of the Committee on Charities of the New York Medical League; Dr. J. Hawley Burton Shaw, assistant editor of The Medical News, and Dr. S. F. Hallock.

The first rule provided for a minority representation of women on the managing boards of dispensaries incorporated independently of any other institution. The objection to which this rule elicited was the contingency of conflicting with the provisions of some will or charter under which the dispensary might have been established. On the other hand, others argued that this requirement was entirely in accord with an increasingly prevalent sentiment, both here and abroad, that institutions treating women and children should have women members in the supervising body.

The rule which attracted the most attention was the sixth, which seeks to provide a means of sifting out of the vast number of applicants for gratuitous aid those who are able to pay for it. The rule requires that all applicants shall sign a sworn statement of their inability to pay, and that all suspicious cases shall be investigated. The consensus of opinion of those present was that in time there should be established a registration bureau, which should act as a sort of clearing house, wherein should be filed a list of all applications. Doubtful cases would be investigated and their final disposition left to the respective dispensaries which reported them. Two or three of the physicians present thought that the sworn statement would be of little value without the clearing house system, and the investigation of particular cases.

The draft of rules will probably be revised in accordance with the suggestions offered at the hearing, and then be submitted for final action at a meeting of the State Board of Charities, to be held Oct. 12 at Albany.

EARTHQUAKES IN PERU.

A League of Territory Is Sinking—Wide Cracks Appear.

LIMA, Peru, Sept. 28.—The inhabitants of Canderave and Poollata, about 150 miles southeast of Arequipa, Peru, have been kept in almost constant alarm since Aug. 15 by seismic disturbances in that district.

In a territory about a league in circumference the crust of the earth is sinking. At present there are wide cracks, and it is feared that the hill on the side of which Candarave is situated will collapse.

MR. BURNHAM CHARGES LIBEL.

Causes the Arrest of ex-Official of the Mutual Reserve.

The war between officials and ex-officials of the Mutual Reserve Fund Life Insurance Association, accounts of which have for some days past been made public, culminated yesterday in the arrest of James D. Wells, ex-second vice president of the association. He was arrested in his office at 3 o'clock yesterday afternoon by Deputy Sheriff Frank J. Walgering. The arrest was made upon a warrant issued by Justice Beekman of the Supreme Court at noon yesterday, and the charge is criminal libel.

The complainant is President Burnham of the Mutual Rerserve, and he asks $150,000 damages for the alleged libel. Mr. Wells criticised the management, making some charges.

President Burnham indignantly denied all the charges made, and asserted that the Mutual Reserve was never more prosperous than now, and that it is far more than solvent. Notwithstanding his protestations Mr. Wells did not cease his criticism.

Sheriff Dunn allowed Mr. Wells, in custody of two Deputy Sheriffs, to spend the afternoon and evening in search of two men to go on his bond for $7,000. One of the men, under the law, had to have twice that sum in New York State real estate, while the second bondsman had to be a business man. Under Sheriff Mulvaney said he would surely be locked up if he did not get bondsmen before midnight. In that event, he would have to stay in jail until Monday.

CHRISTIAN SCIENTISTS FREE.

No Indictments Found Against Kinter and Saunders in Buffalo.

BUFFALO, Sept. 28.—The Federal Grand Jury reported to-day in the cases of George H. Kinter, the Christian Science healer, and James C. Saunders, who were charged with causing the death of Rolfe Saunders through failure to employ recognized physicians when the boy was ill of pneumonia.

Kinter and Saunders were held for the Grand Jury by Commissioner Robinson last Spring. The case was under Federal jurisdiction because the alleged neglect occurred on the United States reservation at Fort Porter. The jury failed to find indictments.

Health Notice! Use Platt's Chlorides to disinfect the house drains, water closets, sinks, &c.—Adv.

SPANISH CABINET CRISIS

Differences Arise About Measures for National Defense.

MINISTERS TO RESIGN TO-DAY

Gen. Polavieja, Minister of War, Wanted Extraordinary Credit for Frontier Fortifications.

MADRID, Sept. 28.—The Spanish Cabinet will resign to-morrow as the result of irreconcilable differences between ministers regarding proposals for national defence.

This decision was taken at the Cabinet Council to-night. The chief subject under consideration was the scheme of the Minister of War, Lieut. Gen. Camilo Polavieja, for an extraordinary credit to be used in increasing and strengthening frontier fortifications.

The Minister of Finance, Señor Villaverde, was unable to agree with the suggestions of Gen. Polavieja, and a Ministerial crisis followed.

The Premier, Señor Don Francisco Silvela, will therefore go to-morrow to San Sebastian to place the resignation of the entire Cabinet in the hands of the Queen Regent.

The Silvela Ministry, which was constituted on March 3, 1899, was made up as follows: President of the Council—Señor Don Francisco Silvela; Minister of Foreign Affairs—Marquis Pidal; Minister of Justice—Señor Duran; Minister of Finance—Señor Villaverde; Minister of Interior—Señor Dato; Minister of War—Gen. Polavieja; Minister of Marine—Admiral Gomez Imaz; Minister of Agriculture, Commerce and Public Works—Señor Cardenas.

GOODWIN'S AMERICAN SEASON.

George J. Appleton Returns Here to Arrange the Tour—To Play "The Cowboy and the Lady."

George J. Appleton, who has the direction of N. C. Goodwin and Miss Maxine Elliott's tour in the United States, returned to New York yesterday, after an absence lasting all summer. He comes here at this time to attend to the preliminary details in connection with Mr. Goodwin's and Miss Elliott's appearance next month. Mr. Appleton stated yesterday that the entire company, which has been filling one of the most successful engagements ever attempted by Mr. Goodwin in London, will return to this country, sailing from Southampton Oct. 14, and opening the season in Cincinnati Oct. 30 in Clyde Fitch's play, "The Cowboy and the Lady."

"Notwithstanding," said Mr. Appleton, "that this production was not as successful as anticipated with the English theatre-going public, Mr. Goodwin proposes to make it the leading play of his repertoire the entire American season. Mr. Goodwin believes that the play failed to prove popular in England because the public could not understand the Western humor in the piece and the small idea they possess of Western civilization in this country." Mr. Goodwin's company will remain the same as appeared at the Knickerbocker Theatre last season in "Nathan Hale."

WORCESTER MUSICAL FESTIVAL.

De Pachmann and Sembrich Well Received by a Large Audience.

Special to The New York Times.

WORCESTER, Mass., Sept. 28.—There were immense audiences and all the expected enthusiasm at the Festival Concert to-day. De Pachmann was the central figure this afternoon. He played Chopin's F minor concerto in his former style, with that extraordinary delicacy and a deliberate lack of anything approaching force. Not once was there a chord or passage that could be regarded as fortissimo, and Mr. Kneisel, who conducted, subordinated the orchestra beautifully to the pianist's conception.

It is a strong tribute to De Pachmann's genius that his mannerisms, which are as pronounced as ever, do not militate against the profound impression made by his artistic playing. His reading of the concerto and of the encore pieces was exquisite and beautiful. De Pachmann's work stands out as the most perfect and lovely feature of the festival thus far.

The first movement from Frederick S. Converse's symphony in D, conducted by the composer, was so interesting as to cause regret that the rest of the work was not given.

Miss Evangeline Florence made her second appearance at the festival in two songs, one by Lehmann of Persian Garden fame, and another by Venzano. The first was fairly interesting. MacDowell's first suite closed the programme.

In the evening Sembrich won the traditional triumph. She revived old affections with "Casta Diva" from "Norma," and also sang selections from "Lohengrin."

Williams, Miles, Mrs. Bloodgood, and F. Ffrangcon Davies also had numbers. They were all successful in arousing the audience, which is ever in impressionable mood on Thursday evening. The festival will close to-morrow with a symphony concert in the afternoon and "The Damnation of Faust" in the evening.

LILLIAN RUSSELL'S APPEAL.

Asks that Mr. Lederer's Suit Against Her Be Transferred.

Lillian Russell applied to Supreme Court Justice Garretson in Brooklyn yesterday in Manager George W. Lederer's action against her for $15,000 damages for alleged breach of contract to change the place of trial from Kings County to New York County. The defendant is sued as "Lillian Russell, also known as Mrs. Harry or Lillian Braham, also known as Mrs. John or Lillian Chatterton, also known as Signora Perugini, also known as Nellie Leonard."

Mr. Lederer says that Miss Russell is a veteran in the theatrical business, has remarkable abilities, and is a great artistic acquisition to any manager. He says that in February, 1899, he entered into a contract with her to appear under his management at various theatres between Feb. 1 and May 20, 1899. The defendant's answer is a general denial. Miss Russell said Manager Lederer lived in Manhattan, but the latter's lawyer denied it, saying Mr. Lederer lived with his wife at 110 Brooklyn Avenue, and had never lived in New York County. Decision was reserved.

SIDNEY DREW A BANKRUPT.

The Actor Owes $15,817, Chiefly to Hotel Managers and Actors.

Sidney Drew, who lives at 55 West Forty-second Street, has filed a petition in bankruptcy, with liabilities $15,817 and no assets, except clothing, $300, which is exempt. Most of the liabilities were contracted from 1892 to 1894, when he had a company on the road. He owes $5,390 to twenty-two actors for services, $2,407 for board and lodging for himself and others to thirteen hotel keepers in this city, Boston, Washington, Atlanta, Nashville, Cincinnati, Denver, Salt Lake City, and San Francisco; $2,400 to five concerns for printing, $1,606 to seven persons for borrowed money, $1,353 for merchandise, $300 for royalties, $203 for storage, $200 for costumes, $402 for photographs, $250 for bicycles, $400 for clothing, $100 for flowers, and $500 premium for life insurance.

Mr. Drew is liable as an indorser on a draft of McKee Rankin for $200. Among the actors to whom he is indebted for services are Charles Erin Verner, $1,200; Eben Plympton, $250; Owen Fawcett, $150; Donald Harold, $300; Mary Harold, $300; Charles B. Hanford, $300; Henry Traitler, $300, and William Morris, $300. The largest creditor is the Chicago National Bank of Chicago—$1,500 on an assigned claim for printing done for Mr. Drew by the Empire Show Print Company of Chicago.

AMBERG'S GERMAN PLAYERS.

The Resemann Company in a Historical Play by Wildenbruch.

The Holy Roman Emperor Heinrich IV. has always been a popular German hero because he fought for German rights against both feudal lords and the power of the Papacy. Ernst von Wildenbruch dramatized the principal incidents of his career in his "Koenig Heinrich," and this long play was chosen by Gustav Amberg to begin his new season at the Germania Theatre, on Eighth Street, last night. The actors were the members of the Resemann troupe, who made their first appearance here.

The play is divided into a prelude, treating of Heinrich's succession, on the death of his father, to the title of Emperor, and exhibiting him as a child, and four acts treating of his war with the nobles, his exile, and his triumph over Pope Gregory and Rudolf of Schwabia. Still the piece ends with a characteristically tragic note, when the dethroned Pope, once mighty Hildebrand, dies exclaiming to the Emperor: "The future belongs to me!"

DAN DALY LEAVES THE CASINO.

Comedian Refuses to Appear on the Stage with Miss Kelly.

Dan Daly, who has been prominently identified with Casino productions for the past five years, has severed his connection with the company presenting "The Rounders" at this house, and his rôle of the Duke de Paty du Clam is now being played in a creditable manner by Harry Davenport, who was the Marquis de Baccarat. The latter rôle was taken by Edward Tyler, who sang and acted the character in a much improved way.

Manager George W. Lederer was very reticent regarding the difficulty with Mr. Daly. However, he consented to say that Miss Mabel Gilman, who plays the part of Stella Chiltedge, sent word to him on Tuesday night that she was too ill to appear at the matinée, and asked that her understudy, Miss Eva Kelly, play the part. To this request Mr. Daly, for some unaccountable reason, took an exception, and at the last moment, or shortly before the performance was to begin, sent word that he absolutely refused to appear with the understudy and walked out of the theatre, saying his own understudy could do a little work.

"This objection on Mr. Daly's part was made during my absence from the theatre," said Mr. Lederer, "and upon hearing of his actions I immediately sent word that he could make his retirement permanent."

Mr. Lederer was most emphatic in saying yesterday that when the time arrived that the members of his company wished to conduct his affairs he would quit the business.

MISS LOFTUS CANCELS A CONTRACT.

Gives Up All Idea of Playing Roxane with the Mansfield Company.

A. M. Palmer, as the representative of Richard Mansfield, and Miss Cissie Loftus, met yesterday afternoon by appointment at the office of ex-Judge Dittenhoefer. The contract entered into by both parties on Sept. 15, calling for Miss Loftus's appearance in the rôle of Roxane in the forthcoming production of "Cyrano de Bergerac" next Monday night in Boston was cancelled, owing to the continued ill-health of Miss Loftus, which prevented her from rehearsing with the Mansfield company, and her utter inability to fill the rôle.

Mr. Palmer, anticipating Miss Loftus's failure to appear with the company, opened negotiations with Miss Katherine Grey, which resulted in Mr. Mansfield securing her to play the leading female rôle for the coming season, a part she is thoroughly familiar with, having assumed it the greater part of last season.

Miss Loftus's future plans are somewhat unsettled, and not until she has thoroughly recovered from her severe attack of grip, which has almost bereft her of her voice, will she make any effort to secure a contract calling for her appearance elsewhere.

ACCIDENTS TO STAGE FOLK.

Miss Fenton Broke an Arm; Louis Nethersole Fell from a Horse.

Yesterday was a day memorable for accidents to members of the theatrical profession. Mabel Fenton, the wife of Charles Ross, of the Weber & Fields stock company, and an ex-member of this organization, while superintending an excavation on the Ross-Fenton farm, at North Asbury Park, fell and broke her left arm. She was trying to get out of the way of a carriage. Miss Fenton was carried into her home and a physician called.

Louis Nethersole, a brother of Olga Nethersole, who came to this country in advance of his sister to attend some of the details in connection with her coming tour, while riding a horse yesterday, fell from the animal and badly injured his left knee cap, which will probably compel him to remain in bed for some time.

VICTOR HERBERT'S NEW OPERA.

Now Putting the Finishing Touches on "The Viceroy."

Victor Herbert is engaged in putting the finishing touches to his new opera, which he is writing for the Bostonians, to be known as "The Viceroy," the book of which is being completed by Harry B. Smith.

The entire opera will be delivered to the Bostonians within the next week, when they will begin immediate rehearsals for its production, which will take place early in November while the company is on tour. The opera will subsequently be brought into New York in a most complete condition.

Performances to Start Earlier.

Owing to the length of "Die Meistersinger," the management of the Castle Square Opera Company has decided to begin the evening performances at the American Theatre at 7:45 sharp, and on Wednesday and Saturday afternoons the curtain will be raised at 1:45.

WHAT IS DOING IN SOCIETY.

It is not often that New York society finds itself with a double holiday on its hands at this time of the year, and nearing the middle period of the Autumn or suburban season. The Dewey celebration and the cup races, which have brought every well-known man and woman who could possibly arrange it to town from Newport, Lenox, and other Autumn resorts, and which will deplete the country clubs from this morning until Saturday night, have disarranged many plans of hosts and hostesses, and have had a marked effect upon the Autumn season both at Lenox and Newport.

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All society interest centres now in the naval parade and illumination of to-day and to-night and the great land parade of to-morrow afternoon, and the talk at the clubs and in the fashionable restaurants and elsewhere where people meet is all of this or that party, in this or that stand, window, or house, and as to how they can best witness the celebration. The largest and gayest parties will be taken out to the naval parade on Col. Astor's steam yacht Nourmahal, Mr. Pierpont Morgan's Corsair, Mr. Harry Walters's Narada, Mr. Frederick Benedict's Vergana, Mr. W. K. Vanderbilt's Valiant, Sir Thomas Lipton's Erin, Mr. John P. Duncan's Kanawha, Mr. Harrison B. Moore's Marietta, Mr. John Nicholas Brown's Ballymena, Mr. Widener's Josephine, and Mr. J. Lawson Johnson's Wyke Ladye. There will be numerous parties given also by people owning houses on Riverside Avenue, from which a view of the river can be obtained, while dainty luncheons will be spread, and even suppers in down-town offices, from which a view of the North River and the bay can be enjoyed. It would be a vain attempt to publish the names of those who will make up these many social parties to see to-day's great naval parade and illuminations afloat and on shore. The Social Register would have to be reprinted here if this attempt were made, with the omission only of the names of those men, women, and children abroad or in mourning, or who have died since the last number of The Register was published.

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For to-morrow's parade every available window in every house along the line of march will be filled with sightseers, while box parties on the numerous stands will be countless in number. The largest parties of to-morrow to view the land parade will be given by Mr. and Mrs. Cooper Hewitt, who have taken the entire second floor of the little building at the junction of Fifth Avenue and Broadway, and by Mrs. Lloyd Bryce and Mrs. Charles C. Worthington, whose large houses on lower Fifth Avenue and Washington Square will be filled with guests. The Fifth Avenue clubs, with the exception of the Democratic and Reform, will not permit any guests on their stands, so that women will be barred from seeing the parade to-morrow from these vantage points. The club stands are about the handsomest on the avenue, and the decorations of the Union League, New York, and Calumet clubs in particular are the most effective on the avenue.

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There will be a decided reaction after the close of Saturday afternoon's parade, but there will be no social exodus to the suburbs until Sunday morning, as those members of the gay world who come to town from Tuxedo, Hempstead, Cedarhurst, and the other suburbs fear the crowded trains and boats, and will stay in town Saturday night. With the excitement of the two Dewey days over, there will come after Sunday's rest a preliminary one over the cup races, and then another week of interest and excitement.

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Among those booked to sail on the Kaiser Wilhelm for Gibraltar and Naples to-morrow are Prof. W. Humphries, James T. Dubois, United States Consul General at St. Gall; Mr. and Mrs. George P. Knapp, Mr. and Mrs. Frank Cheney, Jr., and Irving E. Walker. The Campania, due to-morrow from Liverpool, will bring among other passengers Lord Charles Beresford and Lady Beresford, Sir James Pender and Lady Pender, Gen. John Gill of Baltimore, J. Sergeant Cram and Mrs. Cram, and C. J. Garland; and the New York will bring Sir Horace Tozer and Mrs. Tozer, and Count and Countess Pourtales. The Teutonic, which arrived yesterday, had on her passenger list, among other names, those of Mr. and Mrs. George S. Bowdoin, Mr. and Mrs. R. M. Colgate, Mr. and Mrs. W. Butler Duncan, and Mr. J. C. Bancroft Davis. Mr. and Mrs. James A. Burden, G. G. Haven, Jr., Dr. and Mrs. F. P. Kinnicutt, Mrs. Newhouse, and Mrs. W. A. W. Stewart.

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The news of the death of Col. Henry Chauncey, Jr., at Lenox, on Wednesday night, although not unexpected, for it was known that he was very ill, was received with great sorrow and regret in the clubs and in many a household. Col. Chauncey, who was a bachelor of forty-three, had been so well and widely known in New York club, militia, and social life for so many years that he was one of the most familiar figures in town. His tall, well-built frame, fine color, and open and sunny countenance, which gave him the sobriquet of "Handsome Harry Chauncey," were probably known to many New Yorkers who were not personally acquainted with him. He was educated abroad, but returned to New York in 1878, when only twenty-two years old, and had resided here ever since. His mother, who died last year, was Miss Howland, and he was connected through both his father and mother with several prominent families. Although in business in Wall Street for some years as a broker, he never succeeded well there, not caring for the life, and for the past few years devoted himself to his work in the militia and to the Revolutionary societies, and particularly the Military Order of the War of 1812, of which he was Secretary. He was a member of the Union and Fencers' Clubs and the St. Nicholas Society. His excellent war record has already been published in THE TIMES. His illness and death were undoubtedly due to exposure at Chickamauga, where he was on duty with his regiment, the Eighth New York Volunteers, during the Summer of 1898, and until he was forced to leave with a severe attack of ill-health. The death of Col. Chauncey, who was one of those rarely kind and genial natures which are rarely missed in those walks of life in which he figured, strikes a sad note in the gay chorus of these holidays.

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Among returning New Yorkers due here to-morrow are Mr. and Mrs. William H. Tailer, who went abroad in June last, on account of Mr. Tailer's health, which is much improved, and Mrs. Wesley Watson, formerly Miss Eliza Watson, and sister of Mrs. Tailer. Mrs. Watson will probably remain here until January, and will be joined by Mr. Watson on Nov. 1. Mr. and Mrs. Edward N. Tailer are also due to-morrow. They went abroad in July. Mr. and Mrs. Tailer recently spent a week at Ostend, over which they are very enthusiastic. Among other Americans whom they met in Paris were Mr. and Mrs. John Hobart Warren, Miss Elizabeth Hamilton, Mr. and Mrs. A. D. Juilliard, Mr. and Mrs. Ferderick Johnson, Miss Elizabeth Aymar, Mr. and Mrs. Frederic H. Betts, Mr. and Mrs. Orme Wilson, Mr. and Mrs. John Davis, Mrs. William F. Burden, Mrs. Henry D. Brookman, Mrs. Philip Bradford Niles, Mr. and Mrs. Howland Pell, Mr. and Mrs. William Rhinelander, Mr. and Mrs. Jules A. Montant, and Mr. and Mrs. Frank S. Witherbee.

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Mrs. Arthur Paget is having quite a gay time abroad, going from country house to country house in Scotland. This next month she will visit the Duke and Duchess of Fife at their place near Balmoral. She will be a member of a large party which will include a number of royalties. Mrs. Paget will return to London in November and give again her little series of dinners which have become part of the Autumn season in town. She has now a daughter who is nearly grown and about whom there is talk of a début next Spring. This Miss Paget is very tall and extremely English in appearance.

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Mrs. Ronalds was one of those who were mentioned as being present some three weeks ago at the Doncaster races. Mrs. Ronalds has since gone on her pilgrimage of country house visits. The famous Sunday afternoons will therefore not be begun until the middle of October. Mrs. Ritchie, her daughter, has also been in Scotland.

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Few persons know that Joseph Smith is dead. Smith was the famous doorkeeper of the United States Hotel at Saratoga. He was a character in his way and a man of vast information and anecdote. Some of his experiences he put in a book which was called "Across the Threshold" and which had some very original views of life as seen from the point of view of a head bell boy and porter. Smith was more than this. He was a species of old-time functionary, something akin to the "boots" in an English inn, and again to a master of ceremonies. His recollections, when published, embraced much matter concerning the Vanderbilts and Corrillards and other old frequenters of the United States. He was a colored man, but very light, and had but few characteristics of his race.

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Bernardsville is having a series of polo games in which the Lakewood four and the Rockaway Club's team have been contesting. It has brought to this Autumn resort quite a number of fashionable people who are interested in the games. Among the riders have been Albert Francke, Rene La Montagne, George J. Gould, and E. J. Collier. To-morrow there will be a meets of the hounds at both Meadowbrook and Southampton. The Mineola Fair is still quite the centre of attraction for many on Long Island in that vicinity.

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The season at many of the Long Island South Shore resorts has closed and the first very cool weather brought quite a rush to the city. From Easthampton there was such a rush of passengers to the express trains that two sections had to be made up and fifty-one families alone left Bay Shore. The artistic colony at Easthampton gathered at the funeral services of Mrs. Thomas Moran, the wife of the artist. The services were held at St. Luke's Protestant Episcopal Church, and among those who were present were Mr. and Mrs. Frederick Gallatin, Miss Julia Chadwick, Mrs. Harriman, and Mr. and Mrs. Warren G. Smith. Miss Ruth Moran, a daughter, has been seriously ill, but is now convalescent.

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The great American house party at the Bradley Martins has come to an end. Mr. and Mrs. Choate have returned to London and the William Waldorf Astors have gone to another Scotch castle, to wind up at the Duchess of Buccleugh's in October. Lord and Lady Craven remain, and have been among those interested in the pony races at Inverness, and are also going around to the various "meetings."

NEWPORT SOCIETY NOTES.

Special to The New York Times.

NEWPORT, Sept. 28.—Potter Palmer's illness which developed on Monday and prevented him from attending the wedding of his niece, Miss Julia Grant, was but slight, as was stated at the time, as he was able to go out again to-day and seemed quite well. Mr. and Mrs. Palmer expect to end their Newport season about Oct. 13. If the weather grows unexpectedly cool they will leave Newport before that date.

Henry Walters took a party to New York to-day on his yacht Narada for the Dewey naval parade. His guests are Mr. and Mrs. I. Townsend Burden, Miss Josephine Johnson, Mrs. James P. Kernochan, Miss Elsie French, and Mr. and Mrs. Pembroke Jones.

Mr. and Mrs. A. Cass Canfield go to New York to-morrow.

Mr. and Mrs. George B. De Forest, Mrs. Theodore A. Havemeyer, Mrs. H. L. Emmett, and Mr. and Mrs. William Gammell closed their cottages to-day.

Mrs. Robert Ives Gammell and Mrs. William Grosvenor entertained at dinner to-night.

Mrs. Charles M. Oelrichs, accompanied by her daughter, Miss Lily Oelrichs, have gone to New York to witness the Dewey celebration.

Next Sunday's Times

Get The New York Times next Sunday. Price Three Cents. Strictly a newspaper. Order in advance to be sure of getting it. "All the News That's Fit to Print."—Adv.

DEATH LIST OF A DAY.

Richard Carroll.

Richard Carroll, formerly General Manager of the Cincinnati Southern Railroad, was found dead in his room at the Munro Hotel, in Seventh Street, Cincinnati, yesterday morning by one of the attendants. Dr. Grimes was called in and made an examination, but found that Mr. Carroll had evidently been dead for some time. He had been apparently in good health, though he had been receiving medical treatment for some slight indisposition for the past week.

Mr. Carroll had been a well-known figure in railroad circles for a score of years. He was born in Ireland in 1847, but came to America at an early age. He commenced his railroad career as a freight brakeman on the Atlantic and Great Western Railroad in August, 1865. He subsequently became a conductor on the Union Pacific, Missouri Pacific, and Iron Mountain Railroads, and then went to Louisville, where he secured a position as conductor on the Louisville and Nashville.

He went to Cincinnati in December, 1881, and was appointed trainmaster of the Cincinnati Southern Railroad. He was later made General Superintendent of the Queen and Crescent system, and then General Manager, which position he held until October, 1895. In February, 1897, he became Vice President and General Manager of the Mobile and Ohio Railroad, which he resigned about five months ago, since which time he had been living quietly in Cincinnati. He leaves a widow and one daughter.

Dr. Francis A. Thomas.

Dr. Francis A. Thomas died yesterday at the Presbyterian Hospital from concussion of the brain. He was struck by a Lexington Avenue cable car while crossing the thoroughfare at Eighty-fifth Street last Tuesday. Dr. Thomas was seventy-three years old. He had been for over forty years a prominent physician in the Nineteenth Ward. He was appointed house physician and surgeon on Blackwell's Island in 1854, and served one year. In 1868 he was appointed Police Surgeon, holding the office for ten years. Dr. Thomas was born in Lewis County, N. Y. He was graduated from the College of Physicians and Surgeons, Columbia University, in the class of '53. He was a prominent Republican, and was one of the founders of the Sons of Freedom, organized during the civil war, which afterward was merged into the Union League Club. He was a candidate for Congress in 1868 on the Republican ticket against Fernando Wood, and was defeated by a narrow margin. The contest excited considerable interest at the time on account of the evidence brought forward after the election that Mr. Wood had been illegally elected. It was shortly after this campaign that Dr. Thomas was made Police Surgeon. He also served as Councilman in 1866-7. Dr. Thomas is survived by his widow and a stepson. His residence was at 73 East Eighty-fifth Street.

John B. Harris.

John B. Harris died of pneumonia at Twilight Park, in the Catskill Mountains, on Tuesday last. He was born at Port de Grave, Newfoundland, on Nov. 28, 1817, and came to the United States about 1850. He was associated first with T. B. Coddington & Co., iron merchants in this city, and afterward with William H. Popham & Co., wholesale dealers in lard. Mr. Harris was prominent in Masonic circles, and was a member of high standing in Nassau and Joppa lodges, Clinton Commandery, the Brooklyn Chapter of the Royal Arch Masons, the Brooklyn Council, the Scottish Rite, and Kismet Temple, Mystic Shrine. In all except Kismet Temple he was the oldest living commanding officer. He was an ear

COLUMBIA IN DRY DOCK

First Vessel Not a Warship to Occupy the Navy Yard Berth.

FINE LINES CAUSE CONFIDENCE

Yachtsmen Think Her Build Warrants the Belief that Her Bulkier Rival Cannot Outsail Her.

The Cup defender Columbia was floated successfully into the big graving dock at the Brooklyn Navy Yard yesterday morning, and it is of interest to note that it is the first time within the recollection of any of the officials at the yard that a craft other than a warship or Government vessel has been docked there. The Columbia was towed down by her tender St. Michaels, and at 8 o'clock the pontoon at the outer end of the dock was swung out, making way for the yacht.

At the time the yacht was floated over the keel blocks there was a depth of twenty-six feet, and as soon as she was warped in place, the pumps were started and the water began to lower. Before she struck the keel blocks, a diver was sent down to see that everything was right below the surface. The craft was lowered until she rested on the blocks, at 11:52, in nineteen feet ten inches of water.

The pumps were continued until 2 o'clock, at which hour the dock was empty, and the pride of the New York Yacht Club was viewed by scores of yachtsmen who had obtained passes into the yard. The bronze plates had corroded somewhat, and her under body was more foul than that of the Shamrock. The color of the plates of the fin appeared a bright green, which was at first supposed to be paint. The crew, however, soon removed the corrosion with wire brushes, and the natural color of the Tobin bronze showed through. It will require a hard burnishing, however, to erase all traces of corrosion.

CONTRAST BETWEEN THE BOATS.

The contrast between the lines of the Columbia and her formidable rival is marked, and the consensus of opinion was that the finer lines of the home craft would keep the cup safely against the more powerful but bulky challenger. A few, however, among them a prominent officer of the New York Yacht Club, said that the Shamrock appeared to be a dangerous customer, and one that was especially to be feared in reaching.

A comparison between the fins of the two boats show that the Columbia's thickest and deepest part is well forward and directly under the centre of effort, while on the Shamrock the bulk of the lead is amidships. The fin of the Columbia is cut away forward, and her lead is nearly seven feet shorter than that of the Irish boat.

Among the prominent yachtsmen who saw the Columbia during the day were John Hyslop, the official measurer of the club; William Gardiner, naval architect; Capt. Phil Elsworth, C. Oliver Iselin, Herbert C. Leeds, Capt. Woodbury Kane, and J. V. S. Oddie. The yacht will remain in dock until Monday morning, when she will be measured at 8 o'clock by Mr. Hyslop in the still waters inside the gate. Mr. Hyslop will then journey down to Erie Basin and put his tape on the Shamrock.

While the principal attraction from a yachtsman's point of view was the docking of the Columbia, several hundred persons went to Red Hook to get a glimpse of the Shamrock. A staging had been built around her, and the crew spent the day in burnishing the plating until it shone. Every particle of sea scum was removed with steel wool brushes, and a dark muddy substance which was afterward washed off with clean water. To-day an electric burnisher will be run over her sides, and another coat of green paint applied to her topsides.

Electric lights have been arranged so that the crew can work all the time, being divided into two watches. Designer Fife will have general charge of the work, but Capts. Hogarth and Wringe will attend to the details. Mr. Fife said yesterday that the yacht would race the first day under the same canvas she has worn during the past week. The steel mast and boom, aluminium gaff, and wooden bowsprit and topmast will also be used. After being measured the Shamrock will be towed to her old mooring inside Sandy Hook where she will remain each night until the series of races is completed.

VIEWS OF ENGLISHMEN.

J. Lawson Johnson, who arrived yesterday on the Teutonic, and who will be the guest of Sir Thomas Lipton during the cup races, when asked for his opinion as to the relative merits of the Columbia and Shamrock, said:

"Well, I believe you have a pretty good boat in Columbia, if all we have heard of her is true, but I feel confident that Shamrock is able to do a trifle more than hold her own.

"As a matter of fact, I have seen the place in the Royal Ulster Clubhouse where that cup is going to rest," he concluded, laughingly, as he stepped into his launch and was transferred to his steam yacht Whyte Ladye, which was lying in the stream near the White Star pier.

Charles Russell, who also arrived on the Teutonic, went with David Barrie at once to the Erin, anchored off Bay Ridge. He said:

"I want the Shamrock to win, but, apart from the Shamrock being my friend's boat, I believe it is best for the sport that the cup should go back. A dozen or more boats will be built for the purpose of trying to get it back, and thousands of Americans will cross the ocean to see the races for it. Then, when they see our beautiful country, who knows but they will want to stop there? I tell you Sir Thomas's appearance at this time has smoothed away many a cobweb, and to-day England and America are closer together than ever through his action. More than that, we intend to keep it so."

William Gibson, one of Sir Thomas's warmest friends, gave a dinner on Wednesday night at the Fifth Avenue Hotel to a number of friends. Sir Thomas was ably represented by David Barrie, who responded happily to the toast, "Sir Thomas and his boat."

"This challenge," said Mr. Barrie, "is like the hands of two great nations stretching across the sea and drawing each closer to the other."

Among the guests present were Prince Leopold de Croy Solre, Prince Reginald de Croy Solre, and Messrs. R. J. Gibson, James Rowan, A. G. M'Vey, Edward Bokkus, Charles Hands, R. E. Yuille, J. Hedderwick, Dr. F. Reid Mackay, John Young, John Pearon, Thomas Ferguson, J. L. Lyons, Capt. J. C. Summers, Stinson Jarvis, Charles A. Bray, W. W. Ross, and Joseph Lawrence.

OFFICIAL PROGRAMME ISSUED.

At the New York Yacht Club yesterday afternoon Commodore S. Nicholson Kane, Chairman of the Regatta Committee, issued the following official programme, with other important details of the races:

The start will be made from Sandy Hook Lightship at as near 11 A. M. as will be practicable, the preparatory signal being given fifteen minutes in advance.

But always with the understanding that should the direction of the wind prevent leaving the course from the lightship, the starting line will be shifted to the nearest available point, and that in this case the preparatory signal will be given about half an hour before the time set for starting from the lightship, with a warning signal five minutes before the starting signal.

COURSES.—No. 1, (Letter C)—From the starting line, to and around a mark fifteen miles to windward, or leeward, and return, leaving the mark on the starboard hand. No. 2, (Letter D)—From the starting line, ten miles to and around the mark; ten minutes to and around a second mark, and ten miles to the finish line, leaving the marks on the outside of the triangle, to port or starboard, according as the vessels are sent around.

Starting and finish lines will be between a point on the committee boat indicated by a white flag, and the mainmast of the lightship, or other stakeboat if the start is shifted from the lightship. These lines will be at right angles with the outward and home courses, respectively.

Compass Courses (magnetic) will be set before the preparatory signal is given.

Turning marks will be white floats carrying a red ball with horizontal white stripe. The position of each mark will be indicated by a two-masted tug lying about 100 yards beyond. The tugs will carry a red ball at each masthead, and will swing a red ball from the triatic stay. Should a mark be wrecked, its place will be taken by its marking tug, which will display a red flag with diagonal white stripe in addition to the other indications, and in turning the tug the directions for the mark will govern.

STARTING SIGNALS.—Preparatory—A gun will be fired, the "Blue Peter" set, and a red ball hoisted. Start—Fifteen minutes later, a gun will be fired, and the ball will drop. Handicap time—Two minutes later, a gun will be fired, and the "Blue Peter" hauled down.

Should a signal gun miss fire, a prolonged blast of the whistle will be given. At the finish, a short blast will be given as each vessel crosses the line.

SPECIAL SIGNALS.—C. Assent. D. Negative. P. Preparatory. *Recall. Display of private signal. G. Do you assent to postponing race until later in the day? H. Do you assent to calling race off for the day? J. Race postponed for the day. K. Race postponed until later in the day. N. Race postponed on account of fog. R. Race is off. S. The start will be shifted from the lightship. T. Accident. Should either vessel meet with serious accident prior to the preparatory signal, she will display Letter T, and shall have sufficient time to repair before being required to start, or should such accident occur during the race, she shall have time to repair before the next race is started.

Preliminary.—Should the start be materially postponed, (fifteen minutes or over,) a preliminary signal will be made by the discharge of a gun and the display of the yacht ensign fifteen minutes prior to the preparatory signal.

Night.—After dark, the marking tugs, and at the finish line the committee boat (and the stake-boat, if the start has been shifted from the L. S.,) will show four red lights, horizontally; the guide vessel will show four white lights in a similar manner—and the marks will hang two white lights, vertically. Fog.—At three-minute intervals, the marking tugs will give five short whistle-blasts, with 2-second intervals between the second and third, and the fourth and fifth; and, if the start has been shifted from the L. S., at the finish-line the committee boat will strike five strokes upon the bell.

The races shall be sailed on Tuesdays, Thursdays, and Saturdays, until completed, commencing on Tuesday, Oct. 3. The Racing Rules, time allowances, and system of measurement of the New York Yacht Club shall govern. Best three out of five races, each thirty nautical miles in length, over ocean courses outside of headlands, and with a time limit of 5½ hours; the first, third, and fifth races being fifteen miles to windward, or leeward, and return, and the second and fourth being around an equilateral triangle, ten miles to a leg. In every case the outward course shall be laid to windward, if possible, and from Sandy Hook Lightship. If a race has not been started by 1:30 P. M., the committee may postpone it for the day; and no race shall be started after 3 P. M. The committee may postpone the start in case of accident, or if the course cannot be laid from the lightship, as already stated; if in their opinion the space around the startling line is not sufficiently clear; in case of fog; and if both vessels assent to a postponement, in which case the time of starting will be fixed by the committee.—From the Mutual Agreement.

The committee boat will display the committee flag, and at the finish of each race she will also display a red ball. The courses will be laid by Lieut. Commander H. H. Hosley, United States Navy, (New York Yacht Club.) The guide vessel will be under command of Lieut. R. T. Mulligan, United States Navy, (New York Yacht Club.) On starting she will display two speed-cones, and when half-way down the course will mast-head a third. When stationary, the cones will be reversed. Should it be necessary to move the starting line from the lightship, the emergency tug will act as stake boat at the start and finish, and, like the committee boat, will display a red ball.

Instructions with regard to the maneuvering area and the methods adopted for preventing interference with the competing vessels, will be announced later.

S. NICHOLSON KANE,
CHESTER GRISWOLD,
IRVING GRINNELL,
Regatta Committee.

In addition to the above the following clause on the subject of crowding by steamers that may change the venue of the races to Newport, and a special agreement between Sir Thomas Lipton and Mr. Iselin, was given out during the evening.

On the subject of overcrowding by steamers, th joint committees agreed upon the following: In case either contestant shall complain to the Committee on Challenge that his vessel has been interfered with by excursion steamers or other vessels in any race, the committee will take the complaint into consideration, and if it finds it well founded, will seek a conference with the committee of the Royal Ulster Yacht Club with view of arranging for the sailing of subsequent races.

AGREEMENT BETWEEN SIR THOMAS J. LIPTON AND MR. C. OLIVER ISELIN.
Sept. 27, 1899.

"Inasmuch as we are of the opinion that the America's Cup Races are no less a test of the strength of construction of the competing vessels than of their sailing qualities, and it is deemed advisable to avoid the embarrassment in which a vessel finds herself when called upon to decide whether to withdraw from a race upon the occurrence of an accident disabling her competitor, it is agreed that in the races between the Shamrock and the Columbia each yacht shall stand by the consequences of any accident happening to her, and that the uninjured vessel shall sail out the race."

YACHT RACE RULES FIXED.

Capt. Evans's Plan to Free the Course Is Officially Approved—Violators Lose Licenses.

WASHINGTON, Sept. 28.—Assistant Secretary Spaulding has approved the following rules and regulations for the government and orderly management of all water craft upon the occasion of the coming international yacht races. The rules were submitted by the Regatta Committee of the New York Yacht Club, with the approval of Capt. R. D. Evans, United States Navy, the officer in charge of the patrol fleet:

"Rule 1. Observe carefully the movements of the patrol vessels, and carry out promptly and cheerfully the instructions received from them.

"Rule 2. A clear space of half a mile about the starting line will be maintained until the race has been started. To accomplish this the vessels of the Revenue Cutter Service will be formed in column extending from the vicinity of the starting line to the left in a direction four points from the wind. The torpedo boat flotilla will form a similar line, four points to the right of the direction of the wind. The two lines of patrol vessels will thus form a right angle. All vessels, except the judges' boats must be kept outside of the patrol lines. The space inclosed in the right angle thus formed will be reserved for the competing yachts.

"Rule 3. If, after crossing the line the competing yachts stand on the port tack the torpedo boats will form column and stand on a course parallel with them. All vessels outside of the torpedo boats will take the same course. The revenue cutters will form line and head the same course as the competing yachts. All passenger vessels outside of this line will head in the same direction, and be careful to keep astern of the line of patrol vessels. The entire fleet of vessels will thus be heading on the same course with the yachts, and will be entirely clear of them. When the yachts tack all patrol vessels will at once change course, and steer the course taken by them. Passenger vessels will do the same. The torpedo boats will find themselves in line in this case and the revenue cutters in column.

CLEAR MILE ASTERN.

"Rule 4.—When the competing yachts turn the stakeboat for the run in all patrol vessels will head for the vicinity of the finishing point. The revenue cutters in column, inverted order, will head for a point half a mile to the right of the starting boat. The torpedo boats, in similar formation, will head for a point half a mile to the left of the starting point; thus a clear space one mile wide will be maintained astern of and to the windward of the competing yachts.

"Rule 5.—All passenger vessels will be careful not to cross astern of the competing yachts on the run in, but will remain on the outside of the line of patrol vessels and avoid crowding about the finish line.

"Rule 6.—If the race be to leeward and return, the patrol vessels will form two parallel lines, one mile apart. Torpedo boats to the right and revenue cutters to the left, and in this formation head the course followed by the competing yachts. Passenger vessels must keep outside of these lines and observe Rule 5. Until reaching the turn buoy Rule 4 will apply. When the yachts turn the mark and start on the beat back Rule 3 will be observed.

"Rule 7.—Should the wind shift during any of the races, patrol vessels will immediately indicate the line to be formed, as in the rules above laid down, and passenger vessels must keep outside of these lines with as little delay as may be consistent with safety.

SIGNAL TO THE SPECTATORS.

"All seafaring men will understand the difficulties in the way of keeping a triangular course clear, and it is hoped that the public will be patient with rules which must from the necessities of the case bar them from following the entire course. The fact that the competing yachts will be faster on the second leg of the course, with their sheets eased, than a majority of the vessels carrying passengers, renders it impossible to allow these vessels to follow the entire course. Therefore the following rule becomes imperative, and must be carefully observed:

"Rule 8.—When the competing yachts reach a point on the first leg of the course, to be determined by the officer in charge of the patrol fleet, the guard flags will be lowered to half mast and the steam whistles blown on all patrol boats. When this signal is made all vessels carrying passengers will run at full speed for a position to leeward of the last leg of the course and as near the second stakeboat as may be without approaching it nearer than half a mile.

"The patrol boats will in this case establish a single line, revenue cutters in the lead, to leeward of the line on which the competing yachts will run in, and all passenger vessels must find themselves to leeward of this patrol line before the yachts turn the second stakeboat. On the run in, all vessels must be careful not to cross the sailing line of the competing yachts, either ahead or astern of them, but to keep to leeward of the patrol line until the race is finished.

FINES FOR VIOLATIONS.

"Rule 9.—A blank cartridge fired from any one of the patrol boats will indicate that some vessel is persistently violating some rule. Prompt attention to this warning signal will obviate the necessity of sending the offender back to New York in charge of an officer of the Revenue Cutter Service and the revocation of the license of the master.

"All patrol boats will display the guard flag—white, with red diagonal cross.

"All masters and owners of water craft of all descriptions are hereby warned that any violations of the foregoing will be under penalties for violation of the navigation laws of the United States, to wit: Fine and forfeiture of license."

In his instructions to Capt. Robley D. Evans, who will have direction of the revenue cutters and other vessels assigned to police duty in connection with the races, Assistant Secretary Spaulding says:

"You are advised that all arrests for violation of the navigation laws must be at once reported to the Collector of Customs at New York, in order that the penalty for such violation may at once be enforced. For example, a vessel violating the law on the first day of the race will be reported immediately, in order that action against the offending party may be taken before the second race shall be sailed."

YALE'S ENTERING CLASS LARGE.

Increase Specially Noticeable in Academic and Scientific Departments.

NEW HAVEN, Conn., Sept. 28.—Yale University began its one hundred and ninety-ninth academic year this morning. From present indications there will be an increase in the entering classes of both the academic and the scientific departments, as also in the law school. The other departments will apparently hold their own

A leading professor said this morning that the slight decrease which has manifested itself for a few years has apparently ceased, and that the entering classes are growing in every department.

YALE REGATTA ON OCT. 14.

New Pair-Oar Boats Ordered for Crew's Light Practice.

NEW HAVEN, Conn., Sept. 28.—Capt. Allen of the university crew has appointed Saturday, Oct. 14, for the annual Fall regatta, and will call out all the class crews and the scrub crews which rowed last year, the 'Varsity eight, and two crews of freshmen.

The candidates for the freshmen squad will be ordered out next Saturday, and will be put in charge of the 'Varsity crew men.

Capt. Allen said to-day that he would not require the 'Varsity crew to work this Fall. He will, however, take the men out as individuals in pair-oar work. Several new pair-oar boats have been ordered for this light practice.

OTIS RODGERS YALE'S COACH.

He Will Take Full Control of the Football Eleven's Work.

NEW HAVEN, Conn., Sept. 28.—Manager Rockefeller, this morning, announced officially that Yale's head football coach for this season will be ex-Capt. James Otis Rodgers, '98. He is now here and has been in full control of the work of the candidates for several days.

Mr. Rodgers, who is at present studying in the Harvard Law School, will be unable to spend all his time in New Haven. He will, however, be here as much of the time as possible. The plan is to have ex-Capt. Fred Murphy, '97, who is studying in Harvard Medical School, assist Mr. Rodgers, coming to New Haven when the head coach is compelled to be in Cambridge.

Walter Camp will also devote as much of his time as possible to the work of the football eleven. The final decision and the entire responsibility of the work will be with head coach Rodgers, however.

The appointment gives very general satisfaction at Yale, and Mr. Rodgers was heartily cheered this morning on the campus in recognition of his appointment.

HARVARD'S PRACTICE GOES ON.

Football Squad Is Getting Into Shape for the First Game.

CAMBRIDGE, Mass., Sept. 28.—By means of careful yet vigorous training, the Harvard football squad is at last getting into shape for the first game with Williams on Saturday. Not only was the practice to-day freer from fumbling than before, but also it was fierce and full of snap in the case of every man.

There is some doubt as to how the line will play Saturday. Burnett played centre on the squad to-day, and seems well able to take care of Sargent. The tackles on the first eleven, Swain and Eaton, both need strengthening, and have the fault of playing too high. Baldwin, a freshman, who comes from Exeter, was tried at quarter-back to-day, but as he was not used to the Harvard way of snapping the ball back, he was erratic in passing.

Parker, who distinguished himself in the Pennsylvania game two years ago, was tried at left half-back, Kendall going to right half and Warren playing with the substitutes. Kendall seemed to play a better game on the whole, while Parker made some brilliant runs. He received a temporary injury and was replaced by Sawin, who played a strong game and seemed worthy of a place on the eleven.

Haughton Will Coach Cornell Kickers.

ITHACA, N. Y., Sept. 28.—Capt. Starbuck of the Cornell football team announced this afternoon that Percy Haughton, Harvard, '98, would succeed W. H. Bannard as coach of the Cornell football team. He will be assisted at intervals by Coach Lewis of the Cambridge eleven, though the charge of the team will be in the hands of the Captain and a graduate committee of coaches.

PRINCETON'S TENNIS TOURNEY.

Little Defeats Alexander in the Championship Match.

Special to The New York Times.

PRINCETON, N. J., Sept. 28.—To-day's playing completed the University tennis tournament, held to choose the men who will represent Princeton in the intercollegiates. Alexander, '02, by winning the regular college tournament yesterday, was entitled to play Little, '01, last year's champion. The result was a victory for Little, who is again entitled to the honor of college champion. However, both Little and Alexander will be sent to represent the University in the intercollegiate singles.

In the finals in doubles Little, '01, and Alexander, '02, won from Hill, '00, and Pitcairn, '01, after a close and interesting struggle, so that the same men will represent Princeton in the doubles as in singles. The scores:

Little beat Alexander, 6—2, 6—3, 7—5.
Little and Alexander beat Hill and Pitcairn, 6—3, 6—4, 7—5.

HARVARD'S YEAR OPENS.

The Lower Class Rush Is Due to Occur Next Monday.

Special to The New York Times.

BOSTON, Sept. 28.—The academic year at Harvard opened to-day with a freshman class of 486. The aggregate increase of first-year students, whether regulars or specials, in the college or in the Scientific School cannot be known at present; but the small increase of regular freshmen augurs one proportionately as large in the other departments of first-year undergraduate work.

One report had it that more than half of the last year's freshmen were "plucked." This must be greatly exaggerated, but there is authority for the statement that about one hundred sophomores were dropped on account of failures last June.

It seems that even the Faculty may have come to the conclusion that the rush on the first Monday night of the year serves a good purpose, for the general meeting of the freshman class, called in former years on the afternoon of the first Monday, at which some one of the professors usually advises the freshmen to "deport themselves with a quiet dignity," has been postponed to Tuesday.

The two lower classes will doubtless observe this, one of the last of the old traditions, in an impressive way next Monday evening.

Julia Morrison Indicted for Murder.

CHATTANOOGA, Tenn., Sept. 28.—Miss Julia Morrison, the actress, was indicted to-day by the Grand Jury for the murder of Frank Leiden, or Leidenheimer, of the "Plaster of Paris" company, at the Opera House in this city, Sept. 22. The case was set for hearing Oct. 3.

A Snowstorm in Michigan.

BESSEMER, Mich., Sept. 28.—A terrible wind and snow storm is prevailing. Several inches of snow have already fallen.

THE RACES AT GRAVESEND

Heliobas Beats Satin Slipper in the Parkville Handicap.

A. N. B. FOUR LENGTHS BEHIND

The Other Winners Were Belle of Lexington, Bendoran, Jefferson, Pins, and Reynolds.

The Parkville Handicap for three-year-olds, at six furlongs, was the stake feature of a good card at Gravesend yesterday. It furnished an excellent race and a sensational finish. A. N. B. was made favorite, with Satin Slipper a strong second choice and Heliobas also was well played. The field was sent off in the first break to a good start, and Satin Slipper and Heliobas rushed out to make the running. They ran like a team to the head of the stretch, when Satin Slipper took the lead, and at the last sixteenth looked like a sure winner. Maher kept hard at work, however, on Heliobas, and the colt, responding to his vigorous ride, got up in time to win by a short head in 1:13 2-5, one of the fastest races of the meeting.

The Summaries.

FIRST RACE.—Five furlongs; selling. Belle of Lexington, 102 pounds, (Jenkins,) 12 to 1 and 5 to 1, won by three lengths; Star Chime, 103, (Bullman,) 4 to 1 and 8 to 5, second, by one length; Oneck Queen, 111, (Maher,) 8 to 5 and 3 to 5, third. Time—1:01 3-5. Laureatea, Maidstone, Andrisa, Lanza, Belle of Orleans, Beautiful, Lady Massey, and Marion Lynch also ran.

SECOND RACE.—About six furlongs. Bendoran, 140 pounds, (Sims,) 11 to 5 and even, won by two lengths; McMeekin, 102, (Odom,) 6 to 1 and 2 to 1, second by one and a half lengths; Isidor, 138, (Taral,) 7 to 2 and 6 to 5, third. Time—1:11. Lambent, Ben Hadad, Jinks, and Roysterer also ran.

THIRD RACE.—Mile and a sixteenth; selling. Jefferson, 96 pounds, (Brien,) 4 to 1 and 6 to 5, won by one and a half lengths; Our Nellie, 93, (R. Lewis,) 10 to 1 and 4 to 1, second by a head; Maximo Gomez, 105, (O'Leary,) 8 to 5 and 3 to 5, third. Time—1:48 2-5. Dan Rice, Hurricane, Merry Prince, Sweet Caporal, and Forget Not also ran.

FOURTH RACE.—The Parkville Handicap, six furlongs. Heliobas, 105 pounds, (Maher,) 16 to 5 and even, won by a head; Satin Slipper, 105, (Odom,) 2 to 1 and 7 to 10, second by four lengths; A. N. B., 110, (Bullman,) 8 to 5 and 3 to 5, third. Time—1:13 2-5. Lady Lindsey and Hardy Pardee also ran.

FIFTH RACE.—Mile and a sixteenth. Pins, 118 pounds, (Bullman,) 5 to 1 and 7 to 5, won by three lengths; Desperado, 116, (Maher,) 7 to 2 and 7 to 10, second by half a length; Waterhouse, 113, (O'Leary,) 7 to 10 and out, third. Time—1:51 2-5. Dr. Fitzsimmons, Lady Harrleit, and Keep Time also ran.

SIXTH RACE.—About six furlongs. Reynolds, 113 pounds, (Jenkins,) 9 to 5 and 7 to 10, won by three lengths; His Excellency, 114, (O'Leary,) 6 to 1 and 2 to 1, second by a head; Allaire, 90, (Brien,) 100 to 1 and 40 to 1, third. Time—1:11 2-5. Kitchener, Vesuvian, Herbert, Wax Taper, and Ceylon also ran.

The Card for To-day.

FIRST RACE.—For three-year-olds and upward; selling. Five furlongs.

	Pounds.		Pounds.
Abuse	110	Ben Lodi	102
Ben Hadad	110	Miss Marion	102
Tinge	106	Tinkler	98
Meehanus	106	Souchon	94
Tabouret	108	Dollie Weithoff	94
Rinaldo	103		

SECOND RACE.—For three-year-olds and upward; selling. About six furlongs.

Judge Wardell	110	Rinaldo	97
Meehanus	106	Peace	97
The Pride	106	Tanis	95
Dave S.	103	Midlight	91
The Star of Bethlehem	103	Souchon	90
Florence Clarke	100	Claroba	87

THIRD RACE.—Handicap for two-year-olds and upward. One mile and a sixteenth.

Peep o' Day	126	Colonel Roosevelt	97
Muskadine	109	Standing	93
Matanza	107	Federalist	85
Dutch Skater	103		

FOURTH RACE.—For two-year-olds. About six furlongs.

Lieutenant Gibson	112	Yellow Tail	112
His Royal Highness	112	Kilmarnock	112
Reynolds	112	Prince of Melbourne	112
Pupil	112	Sadducee	109
Bye	112		

FIFTH RACE.—For three-year-olds; selling. One mile and a sixteenth.

St. Clair	112	Lindula	85
Belle of Troy	98	Federal	84
Dan Rice	92	Klondyke Queen	84
Sir Hubert	87		

SIXTH RACE.—For two-year-olds; selling. Five furlongs.

Bold Knight	108	Prestidigitator	103
Mynheer	108	Erwin	95
Shoreham	108	Ross Clark	95
King Bramble	108	Jucoma	95
Kamara	105	Little Breeches	93
Precursor	103	Boundlee	90

LOUISVILLE HARNESS RACES.

LOUISVILLE, Sept. 28.—The racing to-day resulted as follows:

Klatawa Stake, for three-year-olds, pacers; value, $1,000.
Riley B., blk. c., by Happy Riley, (Ervin)...1 1
Plumaline, b. f., (Chandler).....3 2
Vandeventer, blk. c., (Kirby).....2 3
Time—2:17½; 2:17¾.

2:14 Class.—Trotting. Purse, $1,000; first half.
Improvidence, b. m., by Prodigal, (Titer)....1 1
Iris O., b. m., (Carvey).....4 2
Guy, ch. s., (Curtis).....2 6
Dainty Daffo, blk. m., (Baldwin).....3 4
Herr Bell, b. m., (Rosmiro).....6 3
Pilot Evans, b. g., (Hart).....5 5
Time—2:12; 2:13.

2:14 Class.—Trotting. Purse, $1,000; second half.
Edna Cook, b. m., by Alcantara, (Collins)....1 1
Glory, ch. g., (Catcomb).....2 2
Medium Wood, br. g., (Hudson).....2 5
Russellwood, b. s., (Garvey).....4 3
Carrie Shields, ch. m., (Deryder).....5 4
Fleetwood, ch. s., (Brownbridge).....7 6
Black Robert, blk. s., (Chandler).....6 dr
Time—2:13½; 2:12.

Racing Results at Oakland.

SAN FRANCISCO, Sept. 28.—Oakland results:

FIRST RACE.—Six furlongs; selling. Afamada, 104 pounds, (J. Walsh,) 7 to 10, won; Sorrow, 93, (McClusky,) 4 to 1, second; Brown Prince, 99, (Stuart,) 25 to 1, third. Time—1:14½. Good Hope, Watossa, and San Augustin also ran.

SECOND RACE.—Five furlongs; selling. I Don't Know, 109 pounds, (Thorpe,) 2 to 1, won; Monrovia, 109, (Snider,) 4 to 1, second; Chihuahua, 109, (Buchanan,) 3 to 1, third. Time—1:01½. Shellac, Major Cook, Billy A., and Clarando also ran.

THIRD RACE.—Futurity course; two-year-olds; selling. Princess Zelka, 103 pounds, (J. Ward,) 2 to 1, won; Ned Dennis, 107, (Thorpe,) 7 to 5, second; Bamboulla, 106, (Mounce,) 2 to 1, third. Time—1:12½. Devereaux and Expedient also ran.

FOURTH RACE.—One mile; selling. Rosinante, 107 pounds, (Thorpe,) 2 to 5, won; Lost Girl, 107, (Ruiz,) 4 to 1, second; Morinel, 107, (Loullier,) 25 to 1, third. Time—1:42¼. Lode Star also ran.

FIFTH RACE.—Seven furlongs. Recreation, 110 pounds, (Thorpe,) even, won; Opponent, 104, (W. Narvaez,) 3 to 2, second; Manzanilla, 104, (Mounce,) 40 to 1, third. Time—1:28. Negligence, Mike Rice, Yule, and Socialist also ran.

Sir Walter Back in Kentucky.

Special to The New York Times.

LEXINGTON, Ky., Sept. 28.—H. K. Knapp's great race horse Sir Walter arrived here to-day, and was taken to Beaumont Farm. Sir Walter was shipped in the Spring in the hope of racing during the Summer and Fall, but took sick and had to be retired. He will hardly attempt to race in the future. On the same car was the three-year-old filly Ornamental, owned by Arthur White of New York, four head for Hamburg Farm from the Madden string, and others.

Sloan Wins Twice for Lord Beresford.

LONDON, Sept. 28.—At the third day's racing of the Newmarket first October meeting to-day a selling plate of 200 sovereigns was won by Lord William Beresford's Violence, ridden by "Tod" Sloan. Sir R. Waldie Griffith's Hendersyde, with "Skeets" Martin up, was unplaced. Five horses ran the last mile and a half of the Cesarewitch course. The Double Trial Plate of 200 sovereigns for two-year-olds was won by Lord William Beresford's Pedometer, ridden by Sloan. Martin finished next on Vae Victis. Full of Luck was third.

Cyclists' Convention at Rochester.

ROCHESTER, N. Y., Sept. 28.—The first State convention in the interest of side paths ever held in this country was opened at the session rooms in the new Osborn House this morning. A two days' discussion will follow on questions interesting to cyclists. A committee was appointed to codify amendments to the side path laws, and it will report to-morrow.

Mrs. Bellows a Golf Winner.

Special to The New York Times.

BAYSIDE, L. I., Sept. 28.—A women's handicap tournament was held on the links of the Oakland Golf Club to-day. The winner of the event was Mrs. E. W. Bellows, who won the silver cup presented by James A. MacDonald. Mrs. Bellows's net score was 45.

ON THE BASEBALL FIELD

New Yorks Win in Philadelphia by Seymour's Effective Pitching.

BALTIMORE DEFEATS BROOKLYN

The Leaders Played an Indifferent Fielding Game, While the Baltimores Ran Bases Cleverly.

How the Clubs Stand.

Club.	Won.	Lost.	P. C.
Brooklyn	93	41	.694
Philadelphia	88	53	.624
Boston	84	53	.613
Baltimore	80	56	.588
St. Louis	80	62	.563
Cincinnati	76	64	.543
Chicago	71	68	.511
Pittsburg	70	72	.493
Louisville	69	72	.489
New York	56	80	.412
Washington	49	89	.355
Cleveland	20	126	.137

Results of League Games Yesterday.

New York, 6; Philadelphia, 3.
Baltimore, 7; Brooklyn, 5.
Pittsburg, 7; Cincinnati, 5.
St. Louis, 7; Louisville, 3.
Washington, 8; Boston, 8.

Games To-day.

New York in Philadelphia.
Brooklyn in Baltimore.
Washington in Boston.
Cincinnati in Pittsburg.
St. Louis in Louisville.

PHILADELPHIA, Sept. 28.—Seymour today gave ten bases on balls, and struck out eleven batters. He was unsteady at times, but when he did locate the plate the Philadelphias could not hit him. Prince Ranjitsinhji and several of his English cricketers witnessed the game. Darkness stopped the play at the end of the eighth inning. Attendance, 2,878. Score:

NEW YORK.	R	1B	PO	A	E	PHILADELPHIA.	R	1B	PO	A	E
Van H'n, lf.	1	1	1	0	0	Thomas, cf.	1	0	3	0	0
O'Brien, 3b.	1	2	0	0	0	Flick, rf.	0	0	3	0	0
Davis, ss.	1	1	6	4	0	Deleh'ty, lf.	0	0	1	0	0
Doyle, 1b.	0	1	9	0	0	Childs, 1b.	0	0	4	1	0
Gleason, 2b.	0	1	0	2	0	Lauder, 3b.	0	0	0	1	0
Warner, c.	1	0	11	0	0	Cross, ss.	1	1	6	0	0
Fleming, cf.	0	0	0	0	0	McFarl'd, c.	1	0	4	6	2
Woodruff, rf.	1	0	0	0	0	Dolan, 2b.	0	1	3	3	4
Seymour, p.	0	1	0	5	0	Piatt, p.	0	0	0	2	0
						*Lajoie	0	1	0	0	0
Total	6	7	24	8	0	Total	3	4	24	10	6

*Batted for Platt in eighth inning.

New York	0	1	2	0	0	0	0	3	—6
Philadelphia	1	0	0	1	0	0	0	1	—3

Stolen bases—O'Brien, Davis, Doyle, Wilson, Delehanty, Lauder. Two-base hit—Doyle. First base on balls—Off Seymour, 10; off Platt, 4. Hit by pitched ball—Warner. Struck out—By Seymour, 11; by Platt, 3. Wild pitch—Seymour. Left on bases—New York, 3; Philadelphia, 1. Umpires—Messrs. Manassau and Snyder.

BROOKLYNS LOSE IN BALTIMORE.

The Home Team Won Through Clever Base Running.

BALTIMORE, Sept. 28.—Baltimore won from Brooklyn to-day by daring base running. Neither Howell nor Dunn was batted hard. Attendance, 1,647. Score:

BALTIMORE.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
McGraw, 3b.	2	2	1	2	1	Kelley, lf.	2	2	2	1	0
Holmes, lf.	0	1	2	0	0	Keeler, rf.	0	2	2	0	0
Demont, 2b.	0	0	1	1	0	Jennin's, 1b.	0	1	10	1	1
Brodie, cf.	1	1	1	0	0	Anders'n, cf.	0	1	1	0	1
Keister, ss.	2	1	2	2	1	Daley, 2b.	0	0	5	4	0
Sheck'rd, rf.	2	2	4	2	0	Dahlen, ss.	1	0	1	2	0
Lacha'e, 1b.	0	0	7	0	0	Casey, 3b.	1	0	0	1	2
Robinson, c.	0	0	6	0	1	Farrell, c.	0	1	2	2	0
Howell, p.	0	1	0	3	0	Dunn, p.	1	0	0	4	0
						*Jones	0	0	0	0	0
Total	7	6	24	10	3	Total

TO AMEND THE TAX LAWS

Joint Committee of the Legislature Organizes Here.

GOV. ROOSEVELT IS LUKEWARM

Expects Reform to Come Through Tax Commission Rather Than from This Investigation.

The Joint Committee on Taxation created by the Legislature at its last session to search for and report upon needed amendments to the tax laws of the State met yesterday in this city and, after organizing, adjourned to meet again on Monday, Oct. 9, when the real work of the investigation will be begun.

There are seven members of the committee—Senators Nevada N. Stranahan of Oswego, Frank Wayland Higgins of Cattaraugus, and Thomas Francis Grady of New York; Assemblymen Jotham P. Allds of Chenango, Edward L. Collier of Kings, Richard Murphy of Montgomery, and George M. Palmer of Schoharie. All these were present yesterday when the session began at noon in the rooms of the City Court, General Term. Senator Stranahan was promptly chosen Chairman, Harry Jaquillard of Brooklyn Sergeant at Arms, P. S. Murphy of Gloversville stenographer, and H. C. Lammert assistant stenographer. Mr. Jaquillard is the Sergeant at Arms of the Senate, Mr. Murphy is stenographer to the Senate Committee on Taxation, and Mr. Lammert is the Assembly's official stenographer.

After some discussion it was decided to leave the selection of counsel to the Chairman. J. Newton Fiero, who is acting as counsel to the State Tax Board, was at the meeting, and it is possible that he may be selected to serve the committee in the same capacity.

In an informal talk as to the date of the next meeting, Senator Stranahan urged the necessity of the committee's getting down to work as soon as possible, calling attention to the fact that its report must be made to the Legislature not later than Jan. 15. Senator Stranahan said that, in his view, the work of the committee would consist more in consultation among themselves and the consideration of plans and suggestions than in the taking of voluminous testimony. There had been so much of this sort of testimony taken in the past, he said, that it would be hard to get anything new on the subject now. He did not think, therefore, that there would be need of many public hearings. There was no dissent from this view.

It finally was decided to take a recess until Oct. 9, with the understanding that a definite course of procedure will be adopted at that time. It was evident that the members of the committee were much at sea as to just how they are to conduct their investigation. Nothing was said during the meeting about the franchise tax, though it is understood that that subject will receive the committee's attention.

Gov. Roosevelt, it is understood, does not expect any very substantial results from the work of this committee. Before the Franchise Tax act was passed the Governor looked to a legislative committee as the best answer that could be given to the crying demand for tax reform. After the franchise tax scheme was made law, however, the Governor concluded that the State Tax Commission could be depended on to do better work in revising the tax laws than a committee of politicians without any expert knowledge of the subject. His idea now is to increase the powers, responsibilities, and emoluments of the State Tax Commissioners, and it is an open secret that he does not look with any special interest on the proceedings of the present joint committee.

MR. McKINLEY'S WESTERN TRIP

May Have Important Results on His Philippine Policy—Likely to Outline His Plans in Speeches.

Special to The New York Times.

WASHINGTON, Sept. 28.—President McKinley's trip through several States, which is to begin next week, will have a considerable influence on politics, and perhaps on history. It is now just a year since the President last put himself in touch with the people in this way. A journey through several States is his favorite method of ascertaining public opinion for his own guidance, and his coming trip will undoubtedly be of considerable assistance to him in this way. Aside from that, however, it will do much toward arousing the enthusiasm of his supporters. Some of the members of his Cabinet will make speeches, and the President himself will have something to say.

It is certain that the Philippine war will figure prominently in these speeches, and it is not unlikely that the American policy may be outlined for popular approval, and in that way the trip become historic. There is a possibility that Admiral Dewey may be of the party. He has been invited by the Mayor and citizens of Chicago to attend the ceremonies there on Oct. 9. The President is going, and if Dewey accepts the invitation he may go with the President. An invitation from the President to the Admiral to form one of the party is seriously talked of here as a possibility.

HERKIMER ELECTS DELEGATES.

They Will Attend Fifth District Judicial Convention Oct. 3.

Special to The New York Times.

ALBANY, Sept. 28.—Herkimer County today elected delegates to the Fifth District Judicial Convention, which assembles in Utica Oct. 3. The place to be filled is that of Justice of the Supreme Court for a term of fourteen years, beginning Jan. 1, 1900, Justice Hardin's term expiring with the calendar year. As Justice Hardin is from Herkimer County, it was conceded by most of the counties in the district that if Herkimer County went into the convention united her candidate would receive the nomination. Herkimer had several candidates, three of whom remained to the end—that is, until the caucuses on Tuesday had selected their delegates to to-day's convention.

At the outset of the contest two of the candidates sustained personal injuries while scouring for delegates. The result of the contests was: A. B. Steele of Herkimer, 37; A. M. Mills of Little Falls, 19; Mr. Sheldon of Little Falls, 7; Mr. Palmer of Winfield, 3.

Besides the five delegates from Herkimer, the convention will be made up of Onondaga, 14; Jefferson, 8; Lewis, 4; Oneida, 11; Oswego, 8. It is understood that Oneida, Onondaga, and perhaps Oswego will present candidates.

NOMINATED TO SUCCEED REED.

Democrats and Republicans Name Men for the Vacant Seat.

PORTLAND, Me., Sept. 28.—Amos L. Allen was nominated for Congress by the Republicans of the First Maine District, in convention here to-day. In his speech of acceptance he came out squarely in favor of supporting the President in the prosecution of the war in the Philippines. The nominee was formerly private secretary to Thomas B. Reed.

The Democrats nominated Luther F. McKinney, of Bridgton, to oppose Allen, for the seat made vacant by the resignation of Thomas B. Reed.

NOMINATIONS FOR ALDERMEN.

Lively Contests Occur in the Brooklyn Republican Conventions.

Republican Aldermanic conventions were held last evening in the twenty-one districts of Brooklyn. The Eighth District convention was adjourned until Oct. 8, and the Fourteenth to Oct. 6. Nominations in the other districts were as follows: First, Robert F. Downing; Second, Thomas Le Strange; Third, C. H. Weller; Fourth, William H. C. Delano; Fifth, Peter Holler; Sixth, John Diemer; Seventh, Frederick Lundy; Ninth, Thomas F. McNamara; Tenth, John G. McMicken; Eleventh, Francis F. Williams; Twelfth, Ernest A. Seebeck, Jr.; Thirteenth, Hector McNeil; Fifteenth, Alfred J. Schoenberg; Sixteenth, William Wentz; Seventeenth, John Wirth; Eighteenth, James H. McInnes; Nineteenth, Charles Newlanz; Twentieth, Alexander McKee, and Twenty-first, Charles Alt.

In nearly all the districts there were lively contests. In the First Col. John F. Burleigh failed to secure a renomination. In the Fourth District there were no less than five candidates, all from one ward, the Seventh. In the Fifth District there were six candidates. T. S. Quimby seemed pretty certain of the prize, but after a hot fight Peter Holler was nominated. In the Sixth District Alderman John Diemer was renominated. Alderman Hector McNeil in the Thirteenth District and Alderman William Wentz in the Sixteenth District were renominated. In the Seventeenth District John Wirth, Walter B. Atterbury's candidate, was nominated. In the Eighteenth District Alderman James H. McInnes was renominated.

BURNS LOSES IN PRIMARIES.

Result of the Election in Yonkers and Harrison.

YONKERS, N. Y., Sept. 28.—The Republican primaries here to-night put an end to the hopes of ex-State Senator James L. Burns to control the Republican organization in Westchester County. To control the County Committee and the County Convention Mr. Burns made the fight of his life. The anti-Burns men fought back with equal force, and with more effect, for in this city to-night the Burns men were swamped. Out of forty-one delegates to the County Convention thirty-two went to the anti-Burns men. There will be a contest in one ward, where an error of a hyphen is claimed by the Burns men to invalidate the ticket of their opponents. The town of Harrison held primaries to-night, and there also the Burns men were defeated.

NEWS OF THE RAILROADS.

CONTROL OF THE NEW HAVEN.

It Is Believed by Many that the Road Will Pass Into the Hands of the Vanderbilts.

Special to The New York Times.

NEW HAVEN, Sept. 28.—Stockholders of the New Haven Road in this city are discussing with great interest the rumor that has been in circulation here this week that a determined attempt was to be made at the next annual meeting of the stockholders, Oct. 18, to stampede the election of stockholders and elect a majority of the new board to favor the interests of the New York Central. This, it is said here, has been planned for some time, and the New York Central men have been quietly sounding Connecticut and Boston stockholders in order to bring it about.

Of the nineteen Directors of the road ten must be Connecticut men according to the law of the State, or a majority in any case, and it is being whispered here that the majority of the new board will be in favor of the New York road. If this is to be so the new Connecticut members will appear only as "dummies." With a favorable majority in the board it is said that the first step that would be taken by the New York men would be a proposition for the lease of the road and all its branches to the New York Central under some such agreement as is now being effected with the Boston and Albany.

The rumor to this effect has of late gained considerable credence in this city among even the best informed and among those heartily in sympathy with the present management and opposed to any outside interference. Some change in the relations of the New Haven Road and the New York Central has been prophesied for some time, but it has not been known just how far the plans of the New York men for the absorption had proceeded.

Those who do ntt believe that any sweeping change is likely say that John M. Hall, the present Vice President, is as good as elected already, and that if he succeeds Mr. Clark there need be no fear that any change in the situation is imminent. On the other hand, it is said that the chances of Judge Hall's taking the chair are in the balance, and that it will be a struggle between the two factions in the road to determine it.

Those who support the statement that the Vanderbilts will step into the breach in the road and elect their own man claim that the Vanderbilt family, Mr. Morgan, and Mr. Rockefeller have lately bought into the New Haven, and now hold sufficient stock themselves and among their supporters to force the issue when they care to do so.

The trouble with the Boston and Albany lease seems to some in this city to point to the lease of the New Haven instead, and with New Haven, the Boston and Maine. Should this coalition take place it is claimed that Lucius Tuttle, of the Boston and Maine, would be the man for the place, at the head of the New England tributaries of the Central, until further absorption could be made. The interest taken here in the situation is intense, and it is safe to say that a great protest would be made should the Central people attempt to lease the road.

CHICAGO STREET CAR RUMOR.

Transfer of Yerkes Lines May End in an Appeal to Law.

Special to The New York Times.

CHICAGO, Ill., Sept. 28.—Interest in street railway circles to-day centred about a report that the transfer of the Yerkes street car lines to the Chicago Union Traction Company might result in an appeal to the courts.

The report is that the traction company is considering a claim to several outlying surface lines, supposed to be the property of the Consolidated Traction Company, on the ground that they were bought and built with the earnings of the original lines, and as such belonged to them.

An official of the old West Side company, who has long been associated with Yerkes, scoffed at the proposition of the new traction company appealing to the courts for the possession of the lines that are still owned by the Yerkes interest. He asserted that to his knowledge not a dollar from the old West Side company was put into the construction or purchase of the Suburban feeders.

WESTERN ROADS AT WAR.

Rates from Chicago to Kansas City, Omaha, and St. Paul Cut.

Special to The New York Times.

CHICAGO, Sept. 28.—A battle royal is on among the roads west of Chicago over passenger business. A few days ago the Rock Island, Santa Fé, Burlington and Alton announced that they would cut the Chicago-Kansas City rate from $12.50 to $10 and the Omaha rate to the same figure. Then the Alton cut off $1.50, and this was met by all the other lines, and the rate to Omaha went down to $8.50.

To-day the Rock Island decided to invade the Northwest by announcing a cut of $4 in the fare from Chicago to St. Paul and Minneapolis, reducing this rate to $7.50. This was also promptly met by all competing lines.

Passenger agents who have been through many rate wars believe there will be a $4 rate from this city to principal Missouri River points and $4 to St. Paul and Minneapolis before peace is declared.

THE PITTSBURG AND GULF BOYCOTT.

Court Orders Roads to Return to South Atlantic Port Rate.

ST. LOUIS, Sept. 28.—At the conclusion of the argument before Judge Amos M. Thayer of the United States Circuit Court to-day in the injunction suit brought by the receivers of the Kansas City, Pittsburg and Gulf Railroad against the railroads entering Kansas City to enjoin the alleged boycott against the road named, Judge Thayer stated that in his opinion the receivers of the Kansas City, Pittsburg and Gulf Railroad should not have attempted to make differentials, and he would order them to go back to the South Atlantic port rate, provided that rate was not put above the scale in effect March 6, 1899.

The matter of making permanent the injunction against the Missouri Pacific and others was taken under advisement.

Frank Hagerman, attorney for the receivers, stated at the conclusion of the opinion that it was a victory for the competing lines, and that he now looked for the boycott to be raised. This would make the court's injunction unnecessary, and it may be dissolved with the consent of the plaintiff.

Negotiating for Marconi's System.

HALIFAX, N. S., Sept. 28.—It is announced here that the Governments of Canada and Newfoundland are negotiating with Signor Marconi with a view to the establishment of wireless telegraphy stations on the Newfoundland Coast. The Canadian Government is also discussing with Marconi the possibility of establishing communication with Sable Island by means of wireless telegraphy. A sum of money was appropriated a year ago for a telegraph cable to that island, but that plan is deferred.

ENGINE HITS TROLLEY CAR

Collision at Parkville Kills Two and Injures Three Persons.

WARNING SIGNALS OF NO USE

Green Motorman Pays No Attention to Orders to Stop—Four Men Under Arrest.

A freight train of the Long Island Railroad ran down and wrecked Open Trolley Car 487 of the Brooklyn Rapid Transit Company at Foster and Gravesend Avenues, Parkville, yesterday morning. There were twelve persons in the trolley car at the time of the collision. The motorman was John Tammany of 1,414 Bergen Street, Brooklyn, and the conductor was Thomas Burns of 98 Wyckoff Street. Two persons were killed and three were injured.

The trolley road is over the old Culver steam road line from Ninth Avenue and Twentieth Street, Brooklyn, to Coney Island. There is a steep grade from Ninth Avenue nearly to Parkville. Just north of Parkville is the Long Island Railroad crossing. Since the trolley was introduced on this road there have been many narrow escapes from accidents.

Tammany was a green motorman. He seems to have been unaware of the Long Island Railroad crossing, and after the car had left Ninth Avenue for Coney Island he kept it going at a lively rate. The twelve passengers were men, women, and children. In the front part of the car sat William Clemens, thirty-eight years old, of 229 Sackett Street. Beside him sat a boy, about fourteen years of age, whose name or residence could not be ascertained.

The steam railroad has a flagman stationed at the crossing. There is also a signal tower, which was occupied at the time of the accident by William Burns. Motorman Tammany did not lessen the speed of his car as he neared the crossing, nor did he apparently notice the signal to stop, which the signal-tower man says he gave.

On the Long Island Road's track an engine was going at a good speed toward Bay Ridge. It was drawing ten freight cars. The engineer of the freight train was John Carroll of 132 East Fourth Street, Long Island City, and the conductor was Timothy Murphy. Engineer Carroll says that he gave the usual signal when his train was some distance from the crossing. The motorman did not hear it, or, if he did hear it, paid no heed. The engineer saw the signals changed, announcing that the crossing was clear for his train, and warning the trolley car to stop. He therefore put on a little extra steam and the freight train dashed on.

The trolley car kept on, too. The engine struck it in the forward part, smashed the front platform, and the first three seats, and wrecked the car completely. Some of the passengers say that a collision was inevitable, and they escaped injury by jumping. Clemens, who was employed by Pinkertons' Detective Agency at the race tracks, had no chance to jump. The force of the collision threw him against a trolley pole and his head was crushed between the pole and the side of the trolley car. The unknown boy was killed instantly.

In answer to alarms ambulances arrived from the Norwegian and Seney Hospitals, and persons living in the neighborhood of the accident rendered what aid they could to the victims. The following was then found to be a list of the dead and injured:

DEAD.

CLEMENS, WILLIAM, thirty-eight years old, of 229 Sackett Street.

UNKNOWN BOY, fourteen years old.

INJURED.

BEDELL, CHARLES, fifty-three years old, of 80 Bond Street, Brooklyn; right leg fractured.

BREHM, RICHARD, of 428 Fourth Avenue, Brooklyn; contusion of the right leg and thigh.

TAMMANY, JOHN, forty-two years old, of 1,414 Bergen Street; fracture of the ribs and other internal injuries.

The dead were taken to an undertaker's. Motorman Tammany is in the Kings County Hospital and is under arrest. The police also arrested trolley Conductor Thomas Burns and Engineer Carroll and Conductor Timothy Murphy of the freight train. They will be arraigned on a charge of homicide in the Grand Street Police Court to-day.

Another boy passenger, whose name could not be ascertained, narrowly escaped death or serious injury. The force of the collision threw him right in front of the locomotive, but fortunately he landed on the cowcatcher, to which he managed to cling until the train was stopped. He suffered from shock, but was otherwise uninjured.

TWO HURT BY A TROLLEY CAR.

Charles Hoof and William Wunsck Hurled from a Wagon.

Charles Hoof, a peddler living at 150 Conselyea Street, Brooklyn, and William Wunsck, fifteen years old, of 104 Graham Avenue, were seriously injured last evening when they were thrown from a wagon which was run down by a Crosstown trolley car. The accident happened at North Ninth Street and Driggs Avenue.

Hoof, who was driving, attempted to cross Driggs Avenue in front of the car. The wagon was wrecked and the horse was severely injured. Hoof, who was the most seriously injured, was removed to St. Catharine's Hospital.

Freight Train Kills Two in Vermont.

FAIRHAVEN, Vt., Sept. 28.—Charles Woodbury, seventeen years of age, and John McGinley, forty, were struck and killed by a fast west-bound freight on the Delaware and Hudson Railroad, this afternoon. Both lived in Castleton, Vt., and were driving in a buggy over a grade crossing at the time. The horse was killed.

EGGS VERY DEAR IN CHICAGO.

Special to The New York Times.

CHICAGO, Sept. 28.—The retail price of eggs has advanced to 20 cents a dozen. Indications are that prices will go still higher. Wholesale dealers are charging 16½ cents a dozen.

The small country receipts forced retailers to begin drawing on the cold storage supply about a month earlier than usual. There are now 700,000 cases of eggs stored in Chicago, more than ever before, and their owners will make handsome profits.

TO SUE NEW YORK BROKERS.

Special to The New York Times.

WILMINGTON, Del., Sept. 28.—The City Council this evening instructed City Solicitor Conrad to make a final effort to have C. H. White & Co., the brokers of New York to whom were awarded the $24,000 in city 4 per cent. bonds at a premium of nearly $20,000, take the bonds, and if they fail to do so, Mr. Conrad was directed to enter suit against them.

The Finance Committee reported that they had been unable to get the brokers to pay for the bonds. The committee learned that one objection was that the bonds were registered and not coupon bonds as the brokers supposed, and in another letter the brokers intimated that the bonds might not be legal. This was the opinion of their New York attorney, but Mr. Conrad says the New York lawyer had examined an old Delaware law and not the recent provisions. White & Co. several days ago informed the officials that one of their representatives might be here to fix the matter up, but he has failed to appear.

Fatal Gas Explosion in Indiana.

KOKOMO, Ind., Sept. 28.—An explosion of gas occurred at the pumping station of the Indiana Natural Gas and Oil Company at Greentown to-day in which Ulysses Brannen and William Johnson were fatally injured, and John Petty, John Davis, and Ira Chism were seriously hurt. The explosion tore up the ground for rods, and houses in the vicinity were badly shaken.

Elevated Road Engineer Fatally Hurt.

Jordan Anderson, forty-one years old, of 243 Willis Avenue, an engineer employed on the Ninth Avenue Elevated Railroad, was struck by a locomotive near the Rector Street Station yesterday while he was getting a drink of water. His skull was fractured. He was taken to the Hudson Street Hospital, where he died last night without regaining consciousness.

Lake Steamer Runs Aground.

DETROIT, Mich., Sept. 28.—The Lehigh Valley Transportation Company's liner E. P. Wilbur went aground late to-night on Bar Point. Nothing is known of the damage she has sustained. Wrecking tugs have gone to her assistance.

YAQUIS KILL AND LOOT.

Cowboys Lose Their Lives in Defending Their Ranch Property.

AUSTIN, Texas, Sept. 28.—A dispatch from Ortiz, State of Sonora, Mexico, says that a band of about 200 Yaqui Indians, which is making its rendezvous near the Tetacumbiate, attacked the Benuit ranch, near that place.

After a fight with a force of about fifty Mexican cowboys, in which several of the latter were killed, the Indians burned all of the ranch buildings and drove off several hundred head of cattle and horses into the mountains.

Benuit had been on friendly terms with the Yaquis for many years, but is alleged to have furnished Gen. Torres's Mexican troops with food supplies recently. His family was in Guaymas when the attack on the ranch was made.

THE FRANCHISE TAX LAW.

Plan of Enforcement Will Be Submitted to Gov. Roosevelt.

ALBANY, Sept. 28.—The meeting of the State Tax Commissioners to-day to receive the plan prepared by its special counsel, Judge J. Newton Fiero, for the proper enforcement of the new franchise tax law, which takes effect Oct. 1, took the form of a conference, in which Attorney General Davis participated.

The blanks prepared for the transmission to the corporations were gone over for final revision. The plan as outlined and the blanks will not be made public until final conference with Gov. Roosevelt, to whom both plan and blanks will be submitted. The date when these matters will be made public is dependent upon the conference with the Governor, the time for which is not yet fixed, and which cannot be held until the close of the Dewey celebration.

AT THE HOTELS.

ASTOR—Capt. Larsen, Copenhagen; Capt. J. M. W. Collins, United States Navy.

BUCKINGHAM—G. E. Lounsbury and staff, Connecticut, and ex-Senator George B. Sloan, Oswego.

CAMBRIDGE—Col. Henry May, Washington.

ENDICOTT—Michel de Corda, Jamaica, W. I.

FIFTH AVENUE—Henry C. Burdett, London; Charles Russell, London; Mrs. Robley D. Evans, Washington; Senator Nelson W. Aldrich, Rhode Island; Gov. Elisha Dyer and staff, Rhode Island; Gen. H. A. Axline, Columbus, Ohio; Gov. A. S. Bushnell and staff, Ohio, and Francis H. Dewey, Worcester.

GRAND—Capt. Eldred Dudley Warfield, United States Army.

GILSEY—Mayor Carter Harrison and staff, Chicago; Gen. Lew Wallace, Indiana.

HOLLAND—F. M. Carnegie, Pittsburg.

IMPERIAL—James Black, Belfast.

MANHATTAN—Mayor Josiah Quincy, Boston; John Joy Edson, Washington, and David Belasco, New York.

MARLBOROUGH—Dean Stanley, Cochocton, Ohio.

MURRAY HILL—M. L. Girault, Paris.

NETHERLAND—Gov. William A. Stone and staff, Pennsylvania; Col. G. M. Halstead, Scranton; A. F. Xavier, Consul for the United States at Brazil; Col. B. Frank Eshleman, Lancaster, Penn.

PLAZA—Gen. Charles Miller, Franklin, Penn.; Gen. W. S. Shallenberger, Washington.

RIVERS—Gen. R. De Benardes, Mexican Army.

SAVOY—W. E. Frick, Pittsburg.

STURTEVANT—Ex-State Treasurer L. J. Fitzgerald, Cortlandt, N. Y.

VENDOME—F. Jacobs, Honolulu.

WALDORF—Col. H. H. Prettyman of Gov. Bushnell's Staff, Ohio; Charles H. Cramp, Philadelphia; James Gallaher, Belfast; Senator O. W. Peck, Worcester, and Wyman Worthington, Paris.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Boston Dry Goods Co., Boston, Mass.; F. F. Baldwin, domestics; 8 Greene Street; Stuart House.

Hutzler Bros., Baltimore, Md.; J. D. Hutzler, dress goods, silks and laces; 45 Mercer Street; Everett House.

Carman, Smith & Co., Columbus, Ohio; J. L. Carman, furnishing goods; E. L. Smith, woolens; 61 Leonard Street; Hotel Marlborough.

Robbins, C. H. D., & Co., Columbus, Ohio; C. H. D. Robbins, notions and furnishing goods; Grand Hotel.

Buddeke, Bros., & Co., Cincinnati, Ohio; J. H. Buddeke, notions; St. Denis Hotel.

Goldberg Bros., Detroit, Mich.; L. Goldberg, cloaks and suits; J. E. Goldberg, dress goods; 60 Lispenard Street; Hotel Cadillac.

Pittsburg Dry Goods Co., Pittsburg, Penn.; H. W. Neely, notions and fancy goods; 43 Leonard Street; Gerard House.

Rurode Dry Goods Co., Fort Wayne, Ind.; H. W. Horeman, cloaks and suits; Hotel Albert.

Watt, Rettew & Clay, Norfolk, Va.; W. M. Rettew, dry goods, notions, and furnishing goods; 57 White Street.

Wren, E., Springfield, Ohio; G. Wren, millinery; St. Denis Hotel.

Biermeister Brothers & Co., Troy, N. Y.; F. Biermeister, Jr., piece goods; 539 Broadway; St. Denis Hotel.

Besten & Langen, Louisville, Ky.; H. Besten, cloaks and suits; Hotel Albert.

Ely & Walker Dry Goods Company, St. Louis, Mo.; H. C. Simmons, underwear; 258 Church Street; Hotel Albert.

McCarthy, D. & Sons, Syracuse, N. Y.; Mrs. Flannigan, ladies' and infants' wear; 43 Leonard Street; Hotel Albert.

Stewart & Co., Rockford, Ill.; D. J. Stewart, Jr., laces and cloaks; C. F. Henry, dry goods; Hotel Albert.

THE WEATHER.

LOCAL FORECAST.—Possibly showers this afternoon or to-night, brisk south to west winds.

The storm in the north has turned sharply to the northeastward and was apparently central last night somewhere to the south of Hudson Bay. It caused light rains from the Ohio Valley northward, and some snow in the Lake Superior country. It is closely followed by a high area, accompanied by a decided fall in temperature, and this high area is in turn followed by a low area, central last night on the North Pacific coast. Under the influence of this low area temperatures have risen considerably in the extreme West and Northwest. In the Atlantic and Gulf States temperatures have also risen two degrees to twelve degrees. In the Pacific Coast and plateau regions fair weather continues without decided changes in temperature.

Showers are indicated for to-day in the eastern lower lake region, and possibly in Eastern New York and New England this afternoon or to-night. Generally fair weather is indicated elsewhere for to-day and to-morrow. It will be cooler Friday in the northern portion of the Gulf States, in the Ohio Valley, and lower lake region, and cooler to-morrow in the interior of the Atlantic States. Heavy frosts are probable to-night in the Ohio Valley and the lower lake region. West of the Mississippi temperatures will rise generally after this morning. Brisk south to west winds will prevail on the North Atlantic Coast, and fresh east to south winds on the South Atlantic Coast. Storm signals are displayed on the northern upper lakes, on Lake Ontario and at Buffalo, New York City, and at Sandy Hook.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1898.	1899.	1899.
3 A. M.	57	50	53
6 A. M.	54	56	54
9 A. M.	61	58	61
12 M.	72	64	66
3 P. M.	74	66	69
6 P. M.	71	64	66
9 P. M.	66	62	66
12 P. M.	62	61	64

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	62⅝
Weather Bureau	58
Corresponding date 1898	64
Corresponding date for last twenty years	62

The maximum temperature yesterday was 68 degrees at 2 P. M., and the minimum 49 degrees at 2:30 A. M. The humidity at 8 A. M. was 76 per cent., and at 8 P. M. 72 per cent.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac—This Day.

A. M.		P. M.		A. M.	
Sun rises	5:55	Sun sets	5:46	Moon rises	12:56

High Water This Day.

A. M.		A. M.		A. M.	
S. Hook	3:31	Gov. Isl'd	4:24	H. Gate	6:20
P. M.		P. M.		P. M.	
S. Hook	3:42	Gov. Isl'd	4:29	H. Gate	6:25

Outgoing Steamships.

TO-DAY, (FRIDAY,) SEPT. 29.

	Mails Close.	Vessels Sail.
Algonquin, Charlestor ..	.....	3:00 P. M.
Jason, Jamaica	1:00 P. M.	3:00 P. M.
Origen, Jamaica	1:00 P. M.	3:00 P. M.
Rio Grande, Brunswick	.....	3:00 P. M.

SATURDAY, SEPT. 30.

Algiers, New Orleans	.....	3:00 P. M.
Altai, Jamaica, &c	10:00 A. M.	12:00 M.
	*10:30 A. M.	
Arcadian, Glasgow	.....	.....
British King, Antwerp	.....	.....
Buffalo, Hull	.....	.....
Ella, Nuevitas, &c	11:00 A. M.	1:00 P. M.
Ethiopia, Glasgow	10:00 A. M.	12:00 M.
Etruria, Queenstown and Liverpool	9:00 A. M.	12:00 M.
	*10:30 A. M.	
Havana, Havana	11:00 A. M.	1:00 P. M.
Kaiser Wilhelm II., Naples, &c.	5:00 A. M.	11:00 A. M.
La Touraine, Havre	7:00 A. M.	10:00 A. M.
Lampasas, Galveston	.....	3:00 P. M.
Louisiana, New Orleans	.....	3:00 P. M.
Marquette, London	.....	9:00 A. M.
Norge, Norway	11:00 A. M.	1:00 P. M.
Orinoco, Newfoundland	10:00 A. M.	12:00 M.
Patricia, Hamburg	.....	2:30 P. M.
Rabat, Havana	.....	6:30 A. M.
Rotterdam, Rotterdam	8:00 A. M.	10:00 A. M.

MONDAY, OCT. 2.

Hyanthes, La Plata	2:30 P. M.	5:00 P. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for Australia, (except West Australia,) New Zealand, Hawaii, Fiji and Samoan Islands, via San Francisco, close here daily at 6:30 P. M. up to Sept. 29 inclusive, or on day of arrival of steamship Campania, due at New York Sept. 29, for dispatch per steamship Mariposa. Mails for China and Japan, via Vancouver, close here daily at 6:30 P. M. up to Oct. 3 inclusive for dispatch per steamship Empress of India. Mails for Hawaii via San San Francisco, close here daily at 6:30 P. M. up to Oct. 13 inclusive for dispatch per steamship Australia. Mails for Australasian Colonies, (except West Australia, which goes via Europe, and New Zealand, which goes via San Francisco,) Hawaii, and Fiji Islands, via Vancouver, close here daily at 6:30 P. M. fter Sept. 29 and up to Oct. 13 inclusive for dispatch per steamship Aorangi.

Mails for China, Japan, and Hawaii, via San Francisco, close here daily at 6:30 P. M. up to Oct. 12, for dispatch per steamer Amerka Maru.

‖Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (FRIDAY,) SEPT. 29.

Auguste Victoria, Hamburg, Sept. 21.
California, Gibraltar, Sept. 14.
Campania, Liverpool, Sept. 23.
City of Birmingham, Savannah, Sept. 26.
Critic, Dundee, Sept. 15.
El Monte, New Orleans, Sept. 23.
Francisco, Hull, Sept. 17.
Friesland, Antwerp, Sept. 16.
Graf Waldersee, Hamburg, Sept. 17.
Knight Bachelor, Hamburg, Sept. 10.
Montezuma, Greenock, Sept. 12.
Pawnee, Gibraltar, Sept. 12.
Plympton, Antwerp, Sept. 14.
Polarstejernen, Shields, Sept. 13.
Sorrento, Hamburg, Sept. 13.
Winifred, New Orleans, Sept. 23.

SATURDAY, SEPT. 30.

Citta di Messina, Gibraltar, Sept. 16.
New York, Southampton, Sept. 23.
San Marcos, Galveston, Sept. 24.

SUNDAY, OCT. 1.

Caracas, San Juan, Sept. 26.
El Paso, New Orleans, Sept. 26.
Ithaca, Havana, Sept. 26.
La Normandie, Havre, Sept. 23.
Massilia, Gibraltar, Sept. 17.
Mesaba, London, Sept. 21.
Montcalm, London, Sept. 20.

MONDAY, OCT. 2.

Amsterdam, Rotterdam, Sept. 23.
Cevic, Liverpool, Sept. 23.
El Mar, New Orleans, Sept. 27.
Karamania, Gibraltar, Sept. 18.

TUESDAY, OCT. 3.

Brooklyn City, Swansea, Sept. 19.
Kaiser Wilhelm der Grosse, Bremen, Sept. 26.
Knickerbocker, New Orleans, Sept. 27.
Numidian, Glasgow, Sept. 21.
Southwark, Antwerp, Sept. 23.
Werra, Bremen, Sept. 24.

WEDNESDAY, OCT. 4.

Koenigin Luise, Bremen, Sept. 23.
Picqua, Gibraltar, Sept. 20.
Westernland, Antwerp, Sept. 24.

Arrived.

SS (probably) European, (Br.,) Bertie, London Sept. 17, with mdse. to Atlantic Transport Line. South of Fire Island at 11 P. M.

SS Ethiopia, (Br.,) Wadsworth, Glasgow. Anchored off the Bar at Sandy Hook at 1:55 A. M. 29th.

SS Guyandotte, Hiller, Norfolk, with mdse. and passengers to the Old Dominion Steamship Co.

SS Richmond, Catharine, Richmond, with mdse. and passengers to the Old Dominion Steamship Company.

SS Santiago de Cuba, Johnson, Santiago, &c., Sept. 16, with mdse. to James E. Ward & Co. Arrived at the Bar at 6:30 A. M.

SS Lampasas, Staples, Galveston Sept. 22, with mdse. and passengers to C. H. Mallory & Co.

SS Algiers, Maxson, New Orleans 6 ds., with mdse. to J. T. Van Sickle.

SS New York, Ingram, Wilmington, N. C., Sept. 25, with mdse. and passengers to W. P. Clyde & Co.

SS British Princess, (new, Br., 7,326 tons,) Freeth, Jarrow Sept. 16, in ballast and passengers to Sanderson & Son. Arrived at the Bar at 8:30 A. M.

SS Christine, (Dan.,) Larsen, Gothenburg Sept. 8 and Shields 13th in ballast to Philip Ruprecht. Arrived at the Bar at 9:15 A. M.

SS Orcadian, (Br.,) Outram, Glasgow Sept. 14, with mdse. and passengers to A. Baldwin & Co. Southeast of Fire Island at 5:40 P. M.

SS Chattahoochee, Lewis, Boston, to Ocean Steamship Co. Is bound to Savannah.

SS (probably) El Monte, Parker, New Orleans Sept. 23, with mdse. and passengers to J. T. Van Sickle & Co. Anchored near lightship at 9:10 P. M.

WIND—Sandy Hook, N. J., Sept. 28, 9:30 P. M., south, moderate, clear.

Sailed.

SS California, (Br.,) for Mobile.
SS Europe, (Br.,) for London.
SS Camperdown, (Br.,) (from Perth Amboy,) for Baltimore.
SS St. Kilda, (Br.,) for Savannah.
SS Oldenburg, (Ger.,) for Bremen.
SS Washington (Ger.,) for Flushing.
SS Chattahoochee, for Savannah.
SS Hamilton, for Norfolk, &c.
SS A. R. Thompson, for Curacao, &c.
SS Mae, for Ponce, &c.
SS Comal, for Galveston.
SS Excelsior, for New Orleans.
SS Benefactor, for Philadelphia.
SS Santiago, for Cienfuegos, &c.

Notice to Mariners.

SANDY HOOK, N. J. Sept. 28, 7:05 P. M.—Lights in Gedney Channel not burning to-night.

By Cable.

LONDON, Sept. 28.—SS Cymric, (Br.,) Capt. Lindsay, from New York for Liverpool, passed Brow Head at 9:25 A. M. to-day.

SS Fuerst Bismarck, (Ger.,) Capt. Barends, from New York for Hamburg, arr. at Southampton at 10:55 A. M. to-day and proceeded.

SS Germanic, (Br.,) Haddock, (from Liverpool,) sld. from Queenstown for New York at 12:15 P. M. to-day.

SS Christiania, (Ger.,) Capt. Schrotter, from New York for Copenhagen, &c., passed Dunnet Head yesterday.

SS Macduff, (Br.,) Capt. Glegg, from New York for Leith, passed Dunnet Head yesterday.

SS Ghazee, (Br.,) Capt. Anderson, from Yokohama, &c., for New York, passed Perim yesterday.

SS Kansas City, (Br.,) Capt. Savage, from New York for Bristol, passed Brow Head yesterday.

SS Ohio, (Br.,) Hadaway, from New York for Hull, passed the Lizard to-day.

SS Pocahontas, (Br.,) Capt. James, from New York via Oran, &c., arr. at Venice yesterday.

SS Pioneer, (Br.,) Capt. Delano, from New York for Dunkirk, arr. at St. Michael's for coal to-day.

SS Trave, (Ger.,) Capt. Christoffers, from New York via Southampton, arr. at Bremen to-day.

SS Buffon, (Br.,) Capt. Ohls, (

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

Hanover National Bank
Capital $1,000,000. Surplus and profits, $2,500,000
9 and 11 Nassau St.

National Bank of Commerce
CAP. AND SUR. $8,500,000.
31 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

Colonial Trust Company
CAPITAL & SURPLUS, $1,500,000.
ST. PAUL B'LD'G.
222 B'way.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital, $1,500,000. Surplus, $1,400,000.

BANKERS' CARDS.

Chester B. Lawrence, Jr.
Member Consolidated Stock Exchange.
STOCKS 10 SHARES and UPWARD, on moderate margin. Com. 1-16
1,000 bushels and upward, on moderate margin. Com. 1-16. WHEAT
ACCOUNTS RECEIVED OF $100 & UPWARD.
Interest rates for carrying Stocks never to exceed 6% in any money market.
Branch Offices, 1,300 BROADWAY, Cor. 34th St. / 621 BROADWAY, Cor. Houston St.
Main Offices, 32 & 34 Broadway,
Very Correct Market Letters Issued Daily.
OUT OF TOWN ORDERS A SPECIALTY.

VERMILYE & CO.,
BANKERS,
NASSAU & PINE STS., NEW YORK CITY;
27 STATE STREET, BOSTON.
Dealers in U. S. Government Bonds and other Investment Securities. Deposits received and interest allowed on Balances.

Holmes & Co.,
EMPIRE BUILDING,
71 Broadway, New York.
Members: N. Y. Stock Exchange. / N. Y. Cotton Exchange. / Chicago Board of Trade.
Branch Office:
GRAND UNION HOTEL, SARATOGA.

The Corn Exchange Bank,
William and Beaver Sts., New York.
WILLIAM A. NASH, President.
Capital and Surplus . . $3,000,000.00
Deposits 20,000,000.00
BRANCHES:
Broadway Branch, Broadway & Spring St. / Hudson River Bank, 12d St. & Columbus Ave. / Astor Place Bank, Astor Place. / Queens County Bank, Borough of Queens.

Redmond, Kerr & Co.
BANKERS,
41 WALL ST., N. Y.
Members N. Y. Stock Exchange.
Transact a general banking business. Receive deposits subject to draft. Dividends and interest collected and remitted. Act as Fiscal Agent for and negotiate and issue loans of railroads, street railways, gas companies, etc. Securities bought and sold on commission.
DEAL IN
High-Grade Investment Securities.
Lists of current offerings sent on application.
PHILADELPHIA CORRESPONDENTS,
GRAHAM, KERR & CO.

HENRY CLEWS & CO.,
BANKERS,
11, 13, 15, & 17 Broad St.
MEMBERS N. Y. STOCK EXCHANGE.
Orders executed for investment or on margin. Interest allowed on deposits subject to check at sight. Railroads reorganized and trade combinations effected. Act as Financial Agents for Corporations and Investors.
U. S. Bonds, all issues, bought and sold.
Branch Offices: 202 FIFTH AV., cor. 25th St. / 487 BROADWAY, Silk Ex'ge Bldg / 56 WORTH ST. & 39 Thomas St. / 87 HUDSON ST., Mercantile Ex. / 16 COURT ST., Brooklyn.

Sutro Bros. & Co.
Members New York and Phila. Stock Exchanges.
56 Broadway, N. Y. 121 S. 5th St., Phila.
Carefully Selected
Investment Securities
Recommended.

36 NASSAU STREET, NEW YORK.
Fisk & Robinson
BANKERS
Investment Securities
HARVEY EDWARD FISK,
GEORGE H. ROBINSON,
Member New York Stock Exchange.

New York Telephone, 4914 Cortlandt. Brooklyn Telephone, 391 Brooklyn.
Geo. H. PRENTISS & Co
DEALERS IN
LOCAL SECURITIES,
37 William St., New York. 208 Montague St., Brooklyn.
MEMBERS OF N. Y. STOCK EXCHANGE.

HAVEN & STOUT
Bankers and Brokers.
7 Nassau Street, Cor. Wall St.
Members of
N. Y. Stock Exchange, N. Y. Cotton Exchange, N. Y. Produce Exchange, Chicago Board of Trade.
Branch Offices:
302 Broadway, cor. Duane St., New York.
84 Broadway, cor. Berry St., Brooklyn.

SIMON BORG & CO.,
BANKERS,
No. 20 Nassau St., New York,
INVESTMENT SECURITIES.

FINANCIAL.

PANAMA RAILROAD COMPANY
First Mortgage 4½% Sinking Fund Bonds.

THIS IS TO CERTIFY that at a drawing held this fifth day of September, 1899, in our presence, at the office of the Central Trust Company of New York, the following one hundred and thirteen (113) First Mortgage 4½% Bonds of the Panama Railroad Company, viz., numbers

133	481	985	1428	1985	2487	2784
135	507	1065	1429	2010	2480	2789
152	533	1086	1486	2028	2500	2806
164	577	1067	1635	2116	2505	2844
179	578	1088	1640	2118	2514	2876
193	579	1105	1656	2133	2548	2883
249	606	1165	1669	2138	2568	2894
322	611	1186	1746	2144	2637	2918
333	736	1191	1763	2185	2666	2919
334	802	1201	1780	2186	2697	2928
337	814	1295	1797	2263	2698	2952
391	815	1328	1835	2265	2705	
397	899	1338	1849	2279	2709	
411	927	1365	1863	2301	2712	
428	929	1375	1867	2303	2740	
432	959	1379	1933	2400	2767	
437	979	1417	1972	2405	2783	

were designated by lot for redemption at the office of the Central Trust Company of New York on the first day of October, 1899, at 105 per centum on the par value in accordance with article six of the Trust Mortgage. Interest on said bonds will cease on the day named for redemption.

E. F. HYDE, 2d Vive-President
CENTRAL TRUST COMPANY OF NEW YORK, Trustee.
CHARLES E. MAHONY,
For WM. NELSON CROMWELL, Trustee.

I hereby certify that the above-numbered bonds were drawn as stated. Witness my hand and seal this 5th day of September, 1899.
FRANK B. SMIDT,
Notary Public, N. Y. Co.

Notice is hereby given that the above-mentioned bonds will be paid and redeemed at the office of the Central Trust Company of New York on the 1st day of October, 1899, at 105 per centum on the par value thereof and interest to said date.

Dated New York, September 6, 1899.
Central Trust Company of New York, Trustee.
By E. F. HYDE, 2d Vice-President.
Wm. Nelson Cromwell, Trustee.

OFFICE OF
Union Pacific Railroad Co.
No. 120 Broadway, New York.

To Holders of Collateral Trust Non-Cumulative Series A Income Bonds OF THE Oregon Short Line Railroad Co.:

Union Pacific Railroad Company desiring to acquire a majority of the Collateral Trust Non-Cumulative Series A Five Per Cent. Income Bonds of the Oregon Short Line Railroad Company, offers to holders of such bonds to exchange the same for its own First Mortgage Four Per Cent. Gold Bonds, bond for bond, interest to be adjusted as accrued to September 1, 1899.

This is not to constitute a standing offer, but it is intended this offer shall cease without further notification as soon as sufficient bonds have been exchanged for the purposes of Union Pacific Railroad Company.

Holders of the Oregon Short Line Five Per Cent. Income Bonds, Series A, desiring to avail of this offer will promptly tender their bonds for exchange, either to the Old Colony Trust Company, Boston, or Union Pacific Railroad Company, 120 Broadway, New York.

Dated September 1, 1899.
ALEX. MILLAR, Secretary.

September 28, 1899.
FURTHER NOTICE.
A majority of the Oregon Short Line Income A Bonds having been received under the above offer of exchange, said offer will terminate on October 16th, 1899.
ALEX. MILLAR, Secretary.

REORGANIZATION OF THE
Wisconsin Central System.

Notice is hereby given that, on and after October 4th, 1899, holders of Certificates representing Stocks and Securities of the Companies forming the Wisconsin Central System deposited under the Plan of Reorganization, dated April 10th, 1899, may receive the new Securities and cash to which they are entitled upon presentation of such Reorganization Certificates at the office of the UNITED STATES TRUST COMPANY, No. 45 Wall Street, New York.

Each holder must deliver to the Trust Company the Reorganization Certificates held by him properly scheduled, and give information for filling out the new Certificates. Not more than 100 schedules will be received on any day, and the new Securities and cash will be ready the following business day.

The new Bonds are for $1,000 each, and the new Shares (Trust Certificates) are of the par value of $100 each. Scrip will not be issued for fractional amounts, but holders entitled to fractions may, on terms to be arranged, either sell their rights thereto, or purchase such amounts as may be required to complete an entire Bond or Share.

Holders forwarding Reorganization Certificates must furnish names and addresses for registration of the Shares, and state whether they desire to buy or sell fractions. They should also state whether they desire the new Securities sent by express, at their expense, or by registered mail.
GEORGE COPPELL, Chairman of the Reorganization Managers.
New York, September 27th, 1899.

Grand Rapids & Indiana R. R. Co.
First Mortgage 7% Land Grant Bonds.
MATURING OCTOBER 1, 1899.
Philadelphia, September 15, 1899.
THE PENNSYLVANIA R. R. CO.
GENERAL OFFICE.

IN ACCORDANCE WITH THE AGREEMENT WITH THE GRAND RAPIDS AND INDIANA R. R. CO., THE ABOVE BONDS WILL AT MATURITY, OCTOBER 1, 1899, BE PURCHASED ON PRESENTATION AT THIS OFFICE.

COUPONS ON SAID BONDS WILL BE PAID, AS HERETOFORE, AT THE OFFICE OF WINSLOW, LANIER AND CO., NEW YORK CITY.
ROBT. W. SMITH, TREASURER.

Office of the St. Paul & Duluth Railroad Company,
No. 32 Nassau Street, New York,
September 28, 1899.

Notice is hereby given that, pursuant to the Plan of Reorganization of the Lake Superior and Mississippi Railroad Company, included in the organization of the St. Paul and Duluth Railroad Company, and in its by-laws, drawings of preferred stock of the St. Paul and Duluth Railroad Company were duly had, at the office of the company, No. 32 Nassau Street, in the City of New York, pursuant to resolutions of the Board of Directors, and that two thousand and forty-five (2,045) shares of the preferred stock were drawn for cancellation and thereby retired.

The shares drawn for retirement will be paid for at par at the company's office upon surrender of the certificates affected by the drawing, and new certificates for the remaining shares will be issued in exchange for the certificates so surrendered.

Particulars of the result of the drawing can be obtained on application.
F. S. ROLLINS, Assistant Secretary.

Kings County Electric Light and Power Company.

NOTICE IS HEREBY GIVEN that the Colonial Trust Company of New York City has been substituted as Trustee under the mortgage given to secure $2,500,000 of the first mortgage 5 per cent. gold bonds of Kings County Electric Light and Power Company in the place and stead of Central Trust Company of New York resigned.

The interest on said bonds maturing on Oct. 1, 1899, and thereafter, will be paid at the office of said Colonial Trust Company, 222 Broadway, New York City.

Dated September 26, 1899.
W. T. WILSON, Treasurer.

N. Y. SECURITY & TRUST CO.
46 WALL STREET, NEW YORK.
Capital and Surplus . . . $3,000,000
CHARLES S. FAIRCHILD, President.

Wm. L. Strong, 1st V.P.; Abram M. Hyatt, 2d V.P.; Osborn W. Bright, Sec.; Zelah Van Loan, Asst. Sec.

The Greenwich Savings Bank.
246-248 Sixth Ave., cor. 16th St.
Extraordinary Holidays, 1899.
September 29th and 30th, 1899, being legal holidays, and October 1st being a Sunday, this Bank will allow, Monday next, October 2d, for deposits to bear interest as of October 1st.
JOHN HARSEN RHOADES, President.
JAMES QUINLAN, Treasurer.

AMERICAN AUTOMOBILES ASSURED SUCCESS.—No invention since the telephone has such marvelous success assured it as the horseless carriage, now having been tested and fully approved by the best experts; and no investment now being offered the public has same successful future assured for small investments made now to receive the largest returns, with absolute safety. W. MYRON REYNOLDS, Financial Agent, 35 Nassau Street.

"OUTSIDE" SECURITIES
DEALT IN.
DAVID PFEIFFER, 18 Wall St

FINANCIAL.

INTERNATIONAL BANKING & TRUST COMPANY
149 Broadway, New York.
Capital, . . . $1,000,000
Surplus, . . . $500,000

Transacts a general banking business, accepting large and small commercial and personal accounts, subject to check payable in cash or through the New York Clearing House, and allows interest on daily balances.

Transacts a General Trust Business

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

MEETINGS AND ELECTIONS.

SPECIAL MEETING.
The Chesapeake and Ohio Railway Company.
OFFICE OF THE SECRETARY.
Richmond, Va., Aug. 16, 1899.

Notice is hereby given that a special meeting of the Stockholders of the Chesapeake and Ohio Railway Company is called and will be held at the office of the Company, in the Pace Building, in the City of Richmond, State of Virginia, at 12 o'clock noon on Tuesday, October 24th, 1899, to consider and act upon such measures as may be presented, designed to aid the Greenbrier Railway Company in the construction of its railroad, including a contemplated issue by the Chesapeake and Ohio Railway Company of its bonds for not more than the principal sum of $3,000,000, to bear interest at 4 per cent. per annum, the principal to be payable on December 1st, 1899, and both principal and interest to be payable in gold coin of the United States of the present standard of weight and fineness, and without deduction from either principal or interest for any taxes, assessments, or stamp duties which the Railway Company may be required to pay or to retain therefrom by any present or future law, (such bonds to be secured by a mortgage on the franchises and railway of the said Greenbrier Railway Company,) and for the transaction of such other business as may come before the meeting.

The stock transfer books of the Company will be closed at the office of J. P. Morgan & Co., 23 Wall Street, New York, on Tuesday, September 26th, 1899, at 3 P. M., and will be reopened on Wednesday, October 25th, 1899, at 10 A. M.
C. E WELLFORD, Secretary.

ANNUAL MEETING.
The Chesapeake and Ohio Railway Company.
OFFICE OF THE SECRETARY.
Richmond, Va., August 16th, 1899.

Notice is hereby given that the Annual Meeting of the Stockholders of the Chesapeake and Ohio Railway Company for the election of Directors, and for the transaction of such other business as may lawfully come before the meeting, (including the ratification of all acts of the Board of Directors and all committees thereof, since the last annual meeting,) will be held at the office of the Company in the Pace Building, in the City of Richmond, Virginia, on Tuesday, the 24th day of October, 1899, at 10 o'clock A. M.

The stock transfer books will be closed at the office of Messrs. J. P. MORGAN & CO., No. 23 Wall Street, New York, on Tuesday, September 26th, 1899, at 3 o'clock P. M., and will reopen on Wednesday, October 25th, 1899, at 10 o'clock A. M.
C. E. WELLFORD, Secretary.

ANNUAL STOCKHOLDERS' MEETING OF THE HOCKING VALLEY RAILWAY COMPANY
Office of the Secretary.
Columbus, Ohio, Sept. 16th, 1899.

Notice is hereby given that the annual meeting of stockholders of the Hocking Valley Railway Company, for the election of nine Directors, and for the transaction of such other business as may lawfully come before the meeting, (including the ratification of all acts of the Board of Directors and all committees thereof since the organization of the company,) will be held at the office of the Company, Spahr Building, Columbus, Ohio, on Tuesday, the 3d day of October, 1899, at 10 o'clock A. M.

The stock transfer books were closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall St., New York City, on Tuesday, September 5, 1899, at 3 o'clock P. M., and will reopen on Wednesday, October 4, 1899, at 10 o'clock A. M.
By order of the Board of Directors.
WILLIAM N. COTT, Secretary.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company.
ANNUAL MEETING OF STOCKHOLDERS.

The annual meeting of the Stockholders of this Company, for the election of Directors and for such other business as may come before the meeting, will be held at the office of the Company, corner of Third and Smith Streets, in Cincinnati, Ohio, on WEDNESDAY, October 25, 1899, at 10 o'clock A. M. The stock transfer books will be closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall Street, New York, at 3 o'clock P. M., Thursday, October 5, 1899, and reopen at 10 o'clock A. M., Thursday, October 26, 1899.
E. F. OSBORN, Secretary.
Cincinnati, September 23, 1899.

The Pacific Coast Company.

The annual meeting of the stockholders of The Pacific Coast Company will be held at the office of the Company, 83 Montgomery Street, Jersey City, New Jersey, on Wednesday, the 11th day of October, 1899, at 12 o'clock noon, for the election of three Directors, to be elected for a term of three years, and for the transaction of such other business as may properly come before the meeting.

Stock transfer books will be closed at 3 o'clock P. M. on Friday, September 15, 1899, and reopened at 10 o'clock A. M. on October 12, 1899.
September 1, 1899.
HAMILTON H. DURAND, Secretary.

DIVIDENDS.

Baltimore and Ohio Railroad Company's First Mortgage 4% Bonds.

Coupon No. 3, due October 1st, 1899, from the above bonds will be paid at maturity upon presentation at the office of the Company, No. 2 Wall Street, New York.

For packages of coupons left for verification on and after Monday, September 25th, temporary receipts will be given.

The books for the registration and transfer of the above-mentioned bonds will close at noon on Saturday, September 23d, and will reopen at 10 A. M. on October 2d, 1899.
J. V. McNEAL, Treasurer,
The Baltimore and Ohio Railroad Company.

The Chicago and Alton Railroad Co.,
New York, September 14, 1899.

A dividend of Two Dollars and a Quarter ($2.25) per share on the Common Stock of this company has been declared, payable at the Fiscal Agency of the Company, Messrs. Cuyler, Morgan & Co., No. 44 Pine St., New York City, on and after October 2nd, 1899, to the holders of the Common Stock of record at the close of business September 20th, 1899. The Common stock transfer books will close for that purpose at the close of business on September 20th and reopen at 10 o'clock A. M. October 3, 1899.
ALEX. MILLAR, Secretary.

Cleveland, Cincinnati, Chicago & St. Louis Railway Company.
Sept. 14, 1899.

A quarterly dividend of one and one-quarter (1¼) per cent. will be paid on the preferred stock of this company on Oct. 20th, 1899, to stockholders of record at the close of business Sept. 30th, 1899, at the office of Messrs. J. P. Morgan & Co., New York.

The transfer books will close at 3 P. M. Sept. 30th, 1899, and be reopened at 10 o'clock A. M. Oct. 5th, 1899.
C. F. COX, Treasurer.

American Smelting & Refining Co.,
71 Broadway, New York, September 19, 1899.

At a meeting of the Directors of the American Smelting & Refining Co. a dividend of one and three-quarters per cent. on the Preferred Capital Stock was declared, payable October 10th, 1899, to stockholders of record twelve o'clock noon, September 30th, 1899. The transfer books will close twelve o'clock noon September 30th, and open October 11th.
EDWARD BRUSH, Secretary.

Garfield National Bank,
23rd St. and Sixth Ave.
New York, Sept. 20, 1899.

The Board of Directors has this day declared a quarterly dividend of Ten Per Cent. upon the capital stock of this Bank, payable, free of tax, on and after Sept. 30th, 1899. The transfer books will be closed until Monday, Oct. 2nd, 1899, at ten o'clock A. M.
R. W. POOR, Cashier.

The Gallatin National Bank
of the City of New York.
The 134th Consecutive Semi-Annual Dividend.
New York, September 27, 1899.

The Directors of this bank have this day declared a dividend of FIVE PER CENT. and an extra dividend of ONE PER CENT., free of tax, payable on and after October 8th, proximo. The transfer books will remain closed until that date.
SAMUEL WOOLVERTON, Cashier.

The Chatham National Bank.
QUARTERLY DIVIDEND.

The Board of Directors has this day declared a quarterly dividend of FOUR PER CENT. out of the earnings of the past three months, payable on and after October 2d, until which date the transfer books will be closed.
H. P. DOREMUS, Cashier.
New York, September 22d, 1899.

TEXAS & PACIFIC COAL COMPANY.
Fort Worth, Texas, Sept. 8, 1899.

A dividend of ONE AND ONE-HALF PER CENT. on the capital stock of this Company has been declared, payable on the 20th October, 1899. Transfer books of the Central Trust Company of New York will close September 30th and reopen on the 21st October.
S. MIMS, Secretary.

Tennessee Coal, Iron and R. R. Co.,
No. 80 Broadway, New York, Sept. 22d, 1899.

The coupons due October 1st, 1899, on the Tennessee Division bonds of this company, will be paid at maturity at the Hanover National Bank, N. Y.
J. BOWRON, Treas.

DIVIDENDS.

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company,
Pittsburgh, Penn., September 19, 1899.

The Board of Directors have this day declared a dividend of one and one-half per cent. (1½%) clear of taxes, upon the PREFERRED stock of this Company, out of the net earnings of the Company as found June 30th, 1899, payable in cash on and after Tuesday, October 10th, 1899, to the Preferred Stockholders, or their legal representatives, as they may stand registered on the books of the Company at 3 o'clock P. M. September 30th, 1899.

The transfer books will close September 30th, 1899, and open October 10th.

Checks for above dividend will be mailed upon October 10th to all stockholders who have filed permanent dividend orders.
T. H. B. McKNIGHT, Treasurer.

UNITED STATES OF MEXICO
5% Consolidated External Gold Loan of 1899.
23 Wall Street,
New York, September 25, 1899.

Three months' interest due October 1st, 1899, on bonds of the above issue will be paid on and after that date. Holders of our temporary certificates representing said bonds may collect such interest upon presentation of the certificates at our office, in order that payment may be stamped thereon.
J. P. MORGAN & CO.

DIVIDEND.
The Chesapeake and Ohio Railway Company.
Richmond, Va., August 16th, 1899.

A dividend of ONE PER CENT. has been declared on the stock of the company, payable October 25, 1899, to stockholders of record on the closing of the transfer books on Tuesday, September 26, 1899.

The transfer books will close at the office of J. P. MORGAN & CO., 23 Wall Street, New York, on Tuesday, September 26, 1899, at 3 P. M. and will reopen on Wednesday, October 25th, at 10 A. M.
THE CHESAPEAKE AND OHIO RAILWAY COMPANY,
By C. E. WELLFORD, Secretary.

National Tube Company,
No. 26 Cortlandt Street, New York, September 14th, 1899.

PREFERRED STOCK DIVIDEND NO. 1.

At a meeting of the Board of Directors, held this day, a quarter-yearly dividend of One and Three-quarters Per Centum upon the Preferred Capital Stock of the National Tube Company was declared out of the net profits of the Company, payable October 2d, 1899, at the office of the Company, No 26 Cortlandt Street, New York City.

The Preferred Stock Transfer Books will be closed on September 16th, 1899, at 12 o'clock M., and will remain closed until October 4th, 1899, at 10 o'clock A. M.
A. F. LUKE, Treasurer.

The American Steel and Wire Co. of New Jersey.

No. 71 B'way, N. Y., September 18, 1899.

At a meeting of the Board of Directors, held this day, a quarterly dividend of ONE AND THREE-QUARTERS PER CENT. upon the Preferred Stock of this Company, payable October 14, 1899, was declared, payable to the stockholders of record at the close of business upon September 29, 1899.

For the purpose of paying the said dividend the transfer books of the Preferred Stock of the Company will be closed upon September 29, 1899, and reopened October 16, 1899.
F. E. PATTERSON, Assistant Secretary.

Peoria, Decatur & Evansville Ry. Co.
CENTRAL TRUST CO. CERTIFICATES OF DEPOSIT FOR FIRST MORTGAGE BONDS OF BOTH DIVISIONS.

Six months' interest at the rate of 5 per cent. per annum will be advanced to the holders of the above-named certificates on presentation of the same at the office of the Central Trust Co. on and after October 1st, 1899.
WALSTON H. BROWN, Chairman
First Mortgage Bondholders' Committee.
September 27th, 1899.

Oregon Short Line Railroad Company.
NON-CUMULATIVE INCOME B BONDS.

COUPONS NO. 3, DUE OCTOBER 1, 1899, from the above-mentioned bonds, will be paid at maturity, (at the rate of 4%,) upon presentation at the office of the STATE TRUST COMPANY, 100 Broadway, NEW YORK, N. Y.
FREDERIC V. S. CROSBY, Treasurer.

Missouri, Kansas & Texas Ry. Co.
45 Wall St., New York, Sept. 28.

Coupons of THE MISSOURI, KANSAS AND EASTERN RAILWAY COMPANY maturing Oct. 1, 1899, will be paid upon presentation at this office on and after Oct. 2d, 1899.
C. G. HEDGE, V. Prest. and Treasurer.

The Plaza Bank,
New York, September 29th, 1899.

The Annual Election for Directors of the Plaza Bank will be held at the Banking House, 5th Avenue and 58th Street, on TUESDAY, October 10th, 1899. Polls open from 12 M. to 1 o'clock P. M.
C. W. PARSON, Cashier.

Mississippi River Bridge Company First Mortgage Bonds.

Coupons on the above maturing Oct. 1st, 1899, will be paid on and after Oct. 2nd at the office of
CUYLER, MORGAN & CO.,
Financial Agents, 44 Pine St., New York.

LOST AND FOUND.

NOTICE—Certificates for twenty Erie Railroad Preferred Shares, Numbers 26,309 and 26,310, having been lost, the transfer of the same has been stopped and new certificates will be applied for and issued in due course. Apply WOOLSTON & BEETON, 6A Austin Friars, London, England.

BANK STATEMENT.

The weekly statement of the New York City banks shows a decrease in reserve of $1,239,250. The banks now hold $1,724,450 in excess of legal requirements.

The following is a comparison of the statement issued yesterday with that of last Saturday:

	Sept. 23.	Sept. 28.	Decrease.
Loans	$721,925,400	$714,172,700	$7,752,700
Deposits	798,590,400	785,364,200	13,226,200
Circulation	14,911,600	15,216,800	*305,200
Legal tender	47,857,100	47,329,100	528,000
Specie	154,754,200	150,736,400	4,017,800
Reserve	202,611,300	198,065,500	4,545,800
Res. req'd	199,647,600	196,341,050	3,306,550
Surplus	2,963,700	1,724,450	1,239,250

*Increase.

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding week in 1898 and 1897:

	1899.	1898.	1897.
Jan. 7	$23,530,375	$22,264,575	$43,991,450
Jan. 14	28,268,075	25,968,775	52,172,525
Jan. 21	34,693,675	31,275,200	57,067,800
Jan. 28	39,232,025	35,609,450	59,148,250
Feb. 4	37,452,675	34,781,625	54,540,050
Feb. 11	35,511,825	32,437,050	51,838,225
Feb. 18	34,273,625	28,685,450	45,685,950
Feb. 25	30,334,900	22,959,325	57,520,975
March 4	24,578,125	20,823,500	55,556,925
March 11	23,268,000	22,721,425	52,863,550
March 18	19,973,175	28,060,100	48,106,975
March 25	18,657,425	33,851,475	48,895,150
April 1	15,494,850	35,720,800	47,666,575
April 8	15,018,825	35,720,800	47,666,575
April 15	19,471,525	37,346,075	46,966,900
April 22	24,175,900	43,525,100	47,267,800
April 29	25,524,675	44,504,675	48,917,625
May 6	19,351,950	48,916,475	44,095,975
May 13	27,137,625	46,997,225	44,490,500
May 20	34,631,525	50,715,250	45,998,950
May 27	43,933,725	53,704,600	46,616,100
June 3	42,710,600	52,249,700	45,320,825
June 10	39,323,100	53,841,100	47,601,475
June 17	30,008,200	59,272,800	49,209,650
June 24	25,697,800	62,206,250	49,239,150
July 1	14,274,550	62,013,550	41,384,875
July 8	5,062,475	53,345,300	41,361,375
July 15	10,098,750	49,305,325	46,036,900
July 22	12,055,600	48,012,000	47,361,575
July 29	10,811,125	41,904,475	45,720,150
August 5	8,110,600	39,893,000	41,002,125
August 12	14,395,375	33,111,850	38,882,725
August 19	15,082,350	28,839,250	39,753,450
August 26	12,378,525	21,343,300	39,517,700
Sept. 2	9,191,250	14,961,050	34,114,150
Sept. 9	2,458,925	7,076,775	26,068,825
Sept. 16	275,450	4,240,400	19,895,175
Sept. 23	2,963,700	8,252,875	15,997,500
Sept. 30	1,724,450	15,327,150	15,550,400

The following shows the surplus reserve at this time for a series of years:

1899	$1,724,450	1894	$60,791,825
1898	15,327,150	1893	24,129,500
1897	15,550,400	1892	4,392,000
1896	16,526,025	1891	3,102,750
1895	16,471,525	1890	11,511,200

DECISION ON BANK STOCK.

The Assessed Value of First National Shares Remains at $393.

Supreme Court Justice Hirschberg, in Brooklyn, handed down yesterday a decision adverse to the stockholders of the First National Bank in their action against the Board of Assessors to reduce the estimate of their stock as fixed by the board for purposes of taxation.

The Assessors originally fixed the value at $393 a share, which amount they reached by taking the capital at $300,000, the surplus at $900,000, and the undivided profits at $30,303.54, making in all $1,230,303.54, and deducting from that $50,000 as the assessed value of the real estate owned by the bank. The remainder was then divided by the total number of shares, making $393 for each. The assessment was finally reduced to $268.06 by Referee Frederick Crane. Justice Hirschberg sustains the original assessment.

Express Charges on Currency.

United States Treasurer Ellis H. Roberts has issued an order notifying the financial institutions of this city that in future they will have to pay express charges to and from Washington if they want small bills in exchange for large ones. They will be allowed the special Government rate of expressage, which is much below the regular rate.

THE FINANCIAL MARKETS

Stocks dull.

STOCK TRANSACTIONS.

	Shares.
Sept. 28	235,626
To date this year	133,615,430
Corresponding date last year	78,226,962

BOND TRANSACTIONS.

Sept. 28	$1,309,500
To date this year	$693,083,070
Corresponding date last year	$620,286,430

Money rates: Collateral loans on call, 3@15 per cent.; at three months, 6 per cent.; at six months, 6 per cent. Commercial paper, sixty to ninety days, 5 per cent.

Net changes in stock quotations of one-half of 1 per cent. or more were:

Stocks Advanced.

Am. C. O. pf	2	Lake Shore	5
Am. Malt. pf	1	Manhattan Con	½
Am. Steel & Wire	1¼	Met. W. S. El. of Chi.	2
Am. S. & W. pf	1¼	Mexican Central	½
Am. Tin Plate	¾	Mobile & Ohio	½
Chi. & East. Ill	2	Nat. Lead	1¼
Chi. G. W. deb	1¾	N. Y. Central	½
Chi., R. I. & Pac.	¼	N. Y., C. & St. L. 1st pf.	1
Chi. Term. Trans.	½	P., C., C. & St. L.	1
Col. South. 1st pf	1	Pullman Car	3
Cont. Tob. pf	⅝	St. L. & S. F. 2d pf.	1⅛
Erie 1st pf	½	St. L. S. Western	1¼
Great. Nor. pf	2	St. L. S. W. pf	2¼
Illinois Central	½	Tenn. Coal & Iron	3⅛
Int. Paper pf	⅝		
K. C., P. & G.	⅛		

Stocks Declined.

Am. Smelt. & Ref.	½	Glucose Sugar	¾
Am. Steel Hoop	1⅛	Met. Street Ry	¾
Am. Steel Hoop pf	½	Nat. Steel	⅝
Balt. & Ohio pf	½	Ore. R. R. & N. pf.	2½
B'klyn Rapid Trans.	1¼	Pacific Coast	½
Canadian Pacific	½	Pacific Mail	½
Ches. & Ohio	¼	Rep. Steel pf	½
Chi. G. W. pf. B	2⅜	Union Bag & Paper	1
Consol. Gas	½		

Net changes in bond quotations of 1 per cent. or more were:

Bonds Advanced.

Int. & G. N. 1st	1	Ore. R. R. & N. 1st	2
Nor. Pac. Term. 1st	2	Pacific Coast 1st	1

Bonds Declined.

Laclede Gas 1st	1	N. Y., N. H. & H. deb. certifs	3½
Stand. R. & T. ins	1½		

MARKET CONDITIONS.

Many things can happen over a holiday like that which stretches from yesterday afternoon till next Monday morning, and appreciation of this fact induced traders generally to put out few new contracts during yesterday's Stock Exchange session. Generally among conservative observers there seems to be developing the feeling that the aggressive bear campaign has about reached its limits and that after enthusiasm such as will be in evidence these days the American security market will be ready to reflect National confidence in National business conditions.

One suggestive fact shows in advices which the foremost firms of the Stock Exchange are giving to clients—almost uniformly counseling the taking on of lines of standard securities. There is, of course, nothing like suggestion that purchases be made in a rush or because of any belief that some sudden revolution in market values is to take place; but it is of record that four out of five regular commission houses on the Stock Exchange have become confident that better times are now at hand for Wall Street—such better times as will somewhat keep pace with those good times which have become seasoned throughout all the rest of the country.

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The "weekly" bank statement issued yesterday cut small figure as a market influence. Neither bull nor bear seemed to give much heed to it as signifying anything important. Deposits fell off largely, loans were further contracted, and surplus reserves fell off about a million. It is the almost uniform sentiment among bankers that Wall Street will soon be enjoying normal ease in funds. Though there are few prophecies of anything like an immediate return to a 3 and 4 per cent. call-loan rate, it is very generally the confident expectation of bankers that we have about reached the end of such conditions as have lately been rated on the Stock Exchange as stringent.

WHAT DEWEY'S VICTORY DID.

Many and diverse have been the effects of Dewey's victory in Manila Bay, but none has been more significant than the change that that victory brought about in the feeling of the residents of the lands across the sea toward the United States. This is well borne out in a statement made to a representative of THE NEW YORK TIMES by Mr. Digby Johnson, the general manager of the Lancashire Insurance Company of Manchester, England, who is at present in this city. Mr. Johnson said:

"We all feel that the great success of the United States Navy has vastly widened the scope of the United States abroad. We think now not only that the United States is a great country—as, indeed, we have thought for many years—but also that she realizes her greater power and her wider mission, and will rise equal to the occasion.

***

"We over in England look on the people of this country as brothers, and we are glad of the growing good feeling between the two lands.

***

"We recognize that you have a great boom on here. Your railroads are doing a fine business, and your manufacturers could not be more active.

"Your credit is good abroad, and English capital is ready to invest in every good enterprise you have—has plenty of money ready. As one prominent financier put it, 'I only wish I had more millions to put into American securities.' That sums the situation up to a nicety."

THE COURSE OF THE MARKET.

The market yesterday, anticipating the two days' holiday, was quiet and heavy. The uncertain rumors respecting the Transvaal and speculation as to the nature of the bank stat

business was dull and prices reacted, operators being discouraged by the critical condition of the Transvaal difficulty.

MADRID, Sept. 28.—Spanish 4s closed today at 71.25. Gold was quoted at 23.12.

OUTSIDE SECURITIES.

Yesterday, the eve of the double holiday, was a very quiet day on the curb. Not a single stock showed activity, and the sum of the day's transactions was small even in comparison with the total of recent days. Such trading as there was developed a good deal of strength, and in very few issues did yesterday's closing bids show a falling off from the final figures of the previous day.

Havana Commercial recovered easily from the sharp decline of Wednesday, and further evidence of the generally strong tone of the market was furnished by Amalgamated Copper and several other stocks that ended the day with substantial gains. Several stocks, notably in the electric group, were very weak, but the course of these stocks was due apparently to special causes in no way connected with the general situation.

Amalgamated Copper was traded in to the extent of only 100 shares. This sale was made early in the day at 92¾. One or two buying orders appeared in the market in the afternoon, and without a sale the bid was advanced to 93½. There was very little stock in the market, and this was held above the figure quoted. For two or three days past the trading in Amalgamated Copper has been very limited. The declaration of the first dividend on this stock, though followed by some unexpected fluctuations, is now serving to steady the market for the stock, and the recent liquidation in the stock seems to have come to an end.

Havana Commercial common, which at the close on Wednesday was offered at 21 without a bid, closed yesterday at 22¼ bid, with no stock offered within a point of that figure. The preferred stock, which had suffered less on the previous day, closed unchanged at 66⅝ bid. It was stated yesterday on what seemed good authority that the previous day's selling of Havana Commercial was by one of the insiders, who was led to dispose of his stock on account of some difference of opinion with other managers of the company's affairs. The selling of the stock on Wednesday thus appeared as the result to a large extent of personal dissatisfaction. Friends of the Havana Commercial Company say that there was no reason for the decline which followed the announcement of the failure of the plan of consolidation, for the reason that the company's position has in no way been changed or its earning power impaired.

Electric Vehicle common, on sales of 200 or 300 shares, sold down to 85, and at the close not better than 83 was bid for this issue. It was reported that the recent selling of Electric Vehicle has been by some of the persons who recently retired from the directory of the company, and who are now entirely severing their connection with the Electric Vehicle Company. The origin of some of the stock recently sold served to confirm this report.

New Amsterdam Gas common sold from 30¼ up to 30⅞, and back to 30⅝. It closed at 30⅝ bid, a net loss of one-eighth of 1 point.

Agricultural Chemical common closed at 37 bid, a net gain of 2 points. The preferred stock advanced 1 point, to 78.

Closing quotations were as follows:

ACTIVE SECURITIES.

Gas Companies.

	Bid.	Asked.
Bay State Gas	1⅝	1¾
New Amsterdam	30⅝	30¾
New Amsterdam pf	54	56
New Amsterdam 5s, with interest	98½	99½

Industrials.

American Agricultural Chemical	37	38
American Agricul. Chem. pf., ex div.	78	79
American Wool Goods	27	27½
American Wool Goods pf	83⅝	83¾
American Writing Paper 5s	87	91
Beet Sugar	28¾	30
Distilling Company of America	8¾	8¾
Distilling Company of America pf	18½	19½
Electric Axle Light & Power		58
Electric Boat	5⅜	5½
Electric Boat pf	19½	21
Havana Commercial	40	45
Havana Commercial pf	22½	24
International Pump	66¾	67½
International Pump pf	23	25
National Gramophone	7¼	7¾
National Salt	78	81
National Salt pf	46½	48
National Tube	75	77
National Tube pf., ex div	46	46½
Otis Elevator	98¼	99
Otis Elevator pf	33	35
Pittsburg Coal subs	96	99
Royal Baking Powder pf., ex div.	100	115
Rubber Goods Mfg	99½	
Rubber Goods Mfg. pf	30	31
Sloss-Sheffield subs	84	85
Sloss-Sheffield	130	140
Sloss-Sheffield pf	80	40
Standard Oil Trust	79	80
Standard Oil of New Jersey	462	465
Union Steel & Chain	460	464
Union Steel & Chain pf	33	34
U. S. Pneumatic Horse Collar	73	75
	¼	½

Miscellaneous.

Amalgamated Copper	93½	93¾
American Air Power	40	45
American Cotton	44	50
Arizona Lead		50
Asphalt Company of America	7¾	8¼
British Columbia Copper	17½	18
Chicago & Alton subs	11¼	12
Chicago & Alton 3s, (new) w. i.	109¼	111
Electric Vehicle	83	97
Electric Vehicle pf	87	83
*Electro-Pneumatic, assessment paid	100	115
Flemington Coal & Coke	1⅝	1⅞
General Carriage	31½	31⅝
Illinois Transportation	30	
*Markeen Copper	4¼	
Mexican 5s	10¾	11¾
New England Transportation	99¾	100¼
New York G a s & Electric 4s	87	9⅛
New York Gas & Electric 5s	90½	91
New York Transportation	103	105
Pittsburg, Bessemer & Lake Erie	18¼	19½
St. Louis subs	22¾	23¼
St. Louis common when issued		139
St. Louis preferred, when issued		94
St. Louis 4s, when issued		94
Tennessee Copper		95¼
Trust Company of America	16	16½
*Union Copper	243	250
Virginia Coal, Iron & Coke	80	
Whipsaw Copper		30
*Selling dollars per share. Par value $10.	12¼	13

LESS ACTIVE SECURITIES.

Street Railways.

	Bid.	Asked.
Broadway & Seventh Avenue		235
Broadway & Seventh Avenue 1st	104	105½
Broadway & Seventh Avenue 2d	110	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	105	106
Brooklyn City Railroad	244	246
Brooklyn, Bath & West End 5s	101	
Brooklyn Elevated bonds	103	103½
Brook., Queens Co. & Suburban 5s	111	113
Buffalo Street Railway stock		102
Buffalo Street Railway con	111	115
Central Park, N. & E. River	105	109
Central Park, N. & E. River 7s	108	109
Chicago Union Traction	33	33½
Chicago Union Traction pf	83	83½
Columbus (Ohio) con. stock	112	
Columbus (Ohio) con. 6s	114	116
Con. Traction of N. J.	67	68
Con. Traction of N. J. 5s	112	113
Eighth Avenue Railroad	400	
Kings County Elevated 4s, (new)	92	94
42d St., Man. & St. Nicholas Av.	78	82
42d St., Man. & St. Nicholas Av. 1st	116½	118
42d St., Man. & St. Nicholas Av. 2d	88	91
Nassau Electric 5s	94	96
New Orleans Traction, (new)	114	115
New Orleans Traction pf., (new)	26	27
Ninth Avenue Railroad	96	97½
North Jersey Street Railway	186	187
North Jersey Street Railway 4s	36	36½
Orange & Passaic Valley bonds	94	95
Steinway Railway Co. 6 p. c. 1st	103	104
Second Avenue Railroad consols	110	117
Sixth Avenue Railroad	120	121
Syracuse Rapid Transit	215	230
Syracuse Rapid Transit pf	12	18
Union Railway 1st 5s, (Huckleberry)	25	35
Union Railway stock	113	116
United Traction, Providence	190	200
Worcester (Mass.) Traction	102½	103½
Worcester (Mass.) Traction pf	103	105

Gas Companies.

Buffalo (N. Y.) stock	7	9
Buffalo (N. Y.) 1st, with interest	81	82
Central Union 5s, guaranteed	106½	
Consolidated Gas of Newark	56	
Consolidated Gas of Newark bonds	105	106
Consolidated Gas bonds of N. J.	87½	89½
Consolidated Gas of N. J.	21¾	23½
Consumers' Gas (Jersey City) bonds	102	105
Denver Gas 5s	45	46½
Denver Gas 5s	80½	90½
Essex & Hudson Gas	42	45
Fort Wayne Gas	63	65
Fort Wayne Gas 6s	75	78
Indianapolis Gas	110	115
Indianapolis Gas bonds	103	105
Lafayette Gas Co	65	70
Lafayette Gas Co. 1st 6s	70	82
Logansport & Wabash Valley 6s	45	55
Mutual Gas of New York	67	70
Madison (Wis.) stock	260	300
New England Gas & Coke	81	83
New England Gas & Coke bonds	27	29
N. Y. & E. R. Gas Co. 1st	80½	
N. Y. & E. R. Gas Co. con	110	118
North Hudson L., H. & P. Co.	102½	103½
North Hud. L., H. & P. Co. bonds	107	109
Ohio & Indiana		56
Ohio & Indiana 1st 6s	45	
Peoples (Jo.)	67	70
Peoples (Jo.) 5s	43	46
Paul Gas stock	93	95
Paul Gas bonds	58	60½
Standard Gas, New York	88	90
Standard Gas, New York, pf	110	115
Standard Gas 1st	130	138
Syracuse Gas Stock	116	118
Syracuse Gas 1st 5 per cent. bonds	17½	16
Western Gas	78	80
Western Gas 1st 5s, with interest	106	105

Ferry Companies.

Brooklyn Ferry		86
Brooklyn Ferry 5 p. c., with int.	96½	97½
Broklen Ferry (new)	60	62

	Bid.	Asked.
Hoboken Ferry con. 6s	93	93½
Metropolitan Ferry 5s	110	112
Union Ferry	45	46
Union Ferry bds	103	104

Industrials.

American Ginning		19½
American Typefounders'	5¾	57
Anderson Tobacco Company	10	12
Barney & Smith	18	22
Barney & Smith bonds	105	107
Consolidated Rubber Tire	18	21
Consolidated Rubber Tire pf	75	88
Cramps' Shipyard	70	77
General Chemical	55	
General Chemical pf	98	101
Hudson River Telephone	110	115
Lorillard Company pf	114¾	116½
Standard Coupler	35	40
Trenton Potteries	5	8
Trenton Potteries pf	45	55
Union Typewriter	28	30
Union Typewriter 1st pf	112	114
Union Typewriter 2d pf	118	122
Worthington Pump pf	109	110

Miscellaneous.

American Bank Note	47	50
Central & South American Tel	114	116
Iron Steamboat	3	5
Iron Steamboat bonds	63	66

BOSTON STOCK MARKET.

Special to The New York Times.

BOSTON, Sept. 28.—Added evidence of the fact that sentiment regarding the local copper shares is changing for the better was given to-day in the increased demand and resultant sharp advance for several of the specialties. The start off this morning was uneventful, but before the first hour was ended Lawson brokers were bidding prices above the then market quotations for Arcadian, Isle Royale, and Utah. All three of these, however, soon responded, the former moving up sharply on a good demand to 53, Isle Royale going to 43, and Utah gaining 1¼, to 42. At the same time Butte, on the authoritative report that the company actually had a comfortable surplus on hand, and that an early dividend was more than possible, jumped 9 points to 73, while Montana lifted to 325. Tamarack was up 3 to 225, United States Mining crossed 33, Centennial touched 34½, and Old Dominion went to 34⅞. Altogether it was a great day for the coppers. The belief that the insiders have at last taken the coppers in hand for a fresh movement is now stronger than ever.

In the outside market an advance of 9¼ points in Boston and Albany, the result of the compromise effected at the stockholders' meeting, and a sharp advance for United States Oil to 47, were the chief features of interest. The closing came fairly active and strong.

The monetary situation is still showing a deal of firmness. At the Clearing House this morning 4½ per cent. was again the ruling rate between the banks, and New York funds were heavy at from ¼ to 20 cents discount. On call money ranged from 4½ to 6 per cent., with new money largely at 5 to 6 per cent.

Closing bid and asked:

Mining Stocks.

	Bid.	Asked.		Bid.	Asked.
Adventure	7	7¼	Old Colony	9	9¼
Allouez	5	6	Old Domin	34½	35
Arcadian	52¼	52½	Osceola	86¼	87
Arnold	12	13	Parrot	50¾	51¼
Ash Bed		2	Pioneer	49¼	49¾
Atlantic	28½	30	Quincy	265	270
Baltic	24¾	25½	Rhode Island	6½	
B. & C. C.	25	30	Santa Fé	12¼	12½
Bost. & Mon.	350	355	Santa Ysabel	12½	13
Butte & Bos.	76	80	Shoe	35	36
Cal. & Hec.	790	795	Tamarack	224	225
Centennial	34¼	34½	Utah Cons.	41	41½
Franklin	18	19	Washington	2¼	2⅝
Humboldt	1¾	2¼	White Knob	1	
Isle Royale	44½	45½	Winona	9	9½
Mohawk	21	23	Wolverine	42	43

Railroad Stocks.

Bost. & Alb.	259½	260	
Bost. & Low.	240		
Bost. & Me		200	
Bost. Chic. pf	304		
Bost. Elev	107½	108	
Bost. Gas 5s	85	87	
Cent. Mass	14½	16	

Miscellaneous Stocks.

Am. Bell Tel.	358	361	
Chi. S. Y.	143	145	
Dom. Coal	50	50½	
Dom. C. pf.	116	117	
Erie Tel.	112½	113	
Mex. Tel.	5¾	6	
N. Eng. Tel.			155
U. S. Oil		47	47½
Westinghouse Electric			47½
Westinghouse E. Elect. pf.			67

CHICAGO QUOTATIONS.

Special to The New York Times.

CHICAGO, Sept. 28.—After opening at 129, Match advanced half a point and then closed at 128. Metropolitan Elevated preferred sold from 68½ to 68⅞, opening at 68⅝ and closing at 68¾; the trust certificates at 97, with a point gained. Steel preferred closed firm with a narrow range.

Settlement prices:

American Strawboard			
C. & C. Chicago C. & D. Co.			33
Diamond Match Co. of Illinois			77
National Biscuit Co.			128
National Biscuit Co. pf.			45½
Chicago Brew. & Malt. Co.			97¾
Chicago Brew. & Malt. pf.			2
Milwaukee & Chicago Br. Co.			10
Milwaukee & Chicago Br. Co. pf.			3¼
Chicago Pneu. & P. Co.			18
Chicago Pneu. & P. Co. pf.			12
North Chicago St. R. R.			30
West Chicago St. R. R.			239½
South Side El.			119½
Lake St. Elevated			98
Lake St. Elevated stfs.			12
Street's W. S. C. Line			152
			20

REGULAR STOCKS.

Am. Linseed		9¼
Am. Linseed pf.		49¼
Am. Tin Plate		37⅞
Am. Tin Plate pf.		86
National Biscuit Co.		45¾
National Biscuit Co. pf.		100¼
National Carbon		83½
National Carbon pf.		20
National Steel		51
National Steel pf.		95¼
Diamond Match		128
West Chicago St. R. R.		119
Chicago Union Traction		32
Chicago Union Traction pf.		82

PHILADELPHIA PRICES.

Special to The New York Times.

PHILADELPHIA, Sept. 28.—Inactivity in the market to-day was its chief feature. For long periods the ticker remained silent, and when the silence was broken it was only to record small transactions. Prices hardly moved; only a few stocks showed fractional gains, and a few others fractional losses. A dividend of $1 per share was announced by Cambria Steel Directors, but as it was accompanied by call of $1.50, the stock promptly declined. Union Traction continued weak between 39½ and 38¾. The stock is still under the influence of strike talk, although this long-predicted trouble appears no nearer of development than when it first was rumored.

The market closed dull and steady at these bid and asked prices:

	Bid.	Asked.		Bid.	Asked.
Cambria	24½	24⅝	Penn. Mfg.	28½	28¼
Choctaw	2½	3	Phila. Trac.	96	96¼
El. Stge. B.	125	135	Union Trac.	38¾	39
El. S. B. pf.	128	135	Un. Gas Imp.	162	163
E. C. Co. of A.	17¾	18	Welsbach Lt.	51	51½
Lehigh Val.	26	26½	W. N. Y. & Penn.	6¼	6½
Marsden	13½	14			

RAILWAY STATEMENTS.

The following railways reporting yesterday gross earnings for the third week in September showed increases:

Central of Georgia	$27,529
Chicago, Indianapolis & Louisville	8,512
Cleve., Cin., Chi. & St. Louis	11,488
Ohio River	35,799
Pittsburg & Western	7,093
	3,491

Total increase six roads. $93,912
Increase previously reported. 648,084

Total increase forty-six roads. $741,996

The following showed decreases:

Chicago & West Michigan	$3,670
Detroit, Grand Rapids & Western	4,428

Decrease two roads. $8,098
Decrease previously reported. 20,662

Total decrease four roads. $28,760

Net increase $713,236

INDUSTRIAL EXCHANGE BIDS.

The following bids for securities were made on the Industrial Exchange yesterday:

American Biscuit bonds	109
Binghamton Gas 5s	
Fern. Coal Co	96
Journeay & Burnham	16.00
Journeay & Burnham pf	70
Marshall Mill	5.00
New York Biscuit bonds	25.00
Retsof bonds	50
Retsof stock	111
	82½
	15

Import Movement of Gold.

Lazard Frères announced yesterday the engagement in London of $600,000 in gold in addition to $1,000,000 already engaged. These imports, with $750,000 engaged by H. & W. Seligman & Co., make the present gold import movement from Europe $2,350,000

IMPORTS OF DRY GOODS.

The imports of dry goods at the Port of New York for the week were valued at $2,007,138, against $2,079,522 last week and $1,698,128 for the corresponding week last year. The value of dry goods marketed was $2,118,299, against $2,056,180 last week and $1,786,899 in the same period last year.

IMPORTS OF THE WEEK.

The imports of dry goods and general merchandise for the week were valued at $11,469,562. The imports of specie were $61,833, and the exports $317,183.

NEW YORK STOCK EXCHANGE.

Complete Transactions in Stocks—Thursday, Sept. 28, 1899.

—Closing.— Bid.	Asked.	Sales.		First.	High.	Low.	Last.	Net Change.
16⅛	17¼	600	Am. Car & Foundry	16⅛	16¼	16	16	− ¼
61½	62	688	Am. Car & Found. pf	63	63	62	62	− ½
37⅝	38½	115	American Ice	38½	38½	38½	38½	
43¼	43⅝	400	American Cotton Oil	43½	43½	43¼	43½	
94	95	600	Am. Cotton Oil pf	94	95	94	95	+2
147	152	10	American Express	151¾	151¾	151¾	151¾	
68	69	200	Am. Malting Co. pf	68	68	68	68	
87	87¾	100	Am. Smelt. & Ref	87	87	87	87	+1
96	97	525	Am. Steel & Wire	87	87	87	87	− ½
143¼	143¾	14,040	Am. S. & W. pf., ex d	50	51	49¼	51	− ¼
43¼	43½	5,290	Am. Sugar Ref. Co	94¾	95¾	94⅝	95¾	+1½
84¼	84¾	300	Am. Steel & Hoop	144½	144½	142¾	143⅝	−1⅝
39	40	300	Am. Steel & Hoop pf	43⅝	43⅞	42½	42⅝	− ⅛
119½	120	17,515	American Tin Plate	85	85	84¼	84½	− ½
51¾	52	1,780	American Tobacco	38	38¼	38	38¼	− ⅛
40	42	12	Anaconda Copper	119¾	120	117½	119¾	+ ¾
20½	20⅞	1,835	Ann Arbor pf	51⅜	52¼	51½	52	+ ¼
62¾	63	9,285	At., T. & S. F.	40⅜	40⅝	40¼	40⅜	
50	50¾	210	At., T. & S. F. pf	20⅞	21	20⅝	20⅝	
69½	69⅝	1,750	Baltimore & Ohio	62⅝	62⅝	62¾	62¾	− ⅛
91	91⅛	63,410	Baltimore & Ohio pf	50	50	50	50	− ⅛
91¼	91½	100	Brooklyn Rapid Tran	69¾	69¾	69½	69½	
58¾	59	200	Canadian Pacific	91½	92¼	89¾	91	− ½
25½	25⅝	525	Cent. Pac., ass't pd	91¼	91¼	91¼	91¼	−1¼
129¾	129⅞	2,745	Chesapeake & Ohio	58¾	58¾	58¼	58¼	− ½
98	98½	200	Chi., Bur. & Quincy	25⅝	25⅝	25½	25½	
14⅞	14⅞	1,000	Chicago & East. Ill	129½	130	129½	129⅞	− ⅜
81½	82	200	Chicago Great West	92¾	93	92¾	93	+2
41⅞	42	300	Chi. Gr. West. pf., A	14½	14½	14¼	14¼	
92	93	100	Chi. Gr. West. pf., B	81¾	81¾	81¾	81¾	+ ⅛
11	11¼	100	Chi. Gr. West., deb	44¼	44¼	42	42	− ¾
126¾	126⅞	8,100	Chi., Ind. & Louis	93¾	93¾	93¾	93¾	−2¼
10¾	11½	1,110	Chi., Mil. & St. Paul	11	11	11	11	+1⅛
112	112½	1,110	Chi., R. I. & Pac., ex d	126⅞	126⅞	126¼	126⅞	− ¼
13⅛	13⅜	200	Chi., Term. Trans	111⅝	112¼	111⅝	112½	
53	53½	200	C., C. C. & St. L	14	14	14	14	+ ½
78¼	78⅝	2,960	Col. Coal & Iron Dev	55	55	55	55	+ ½
61¾	61⅞	1,420	Colorado Fuel & Iron	2	2	2	2	
108	108½	505	Col. Fuel & Iron pf	57¼	57¼	56⅜	57	+ ⅛
163½	164½	25	Colorado Midland pf	121	121	121	121	+ ⅞
62	62½	600	Colorado Southern	21⅝	21⅝	21⅝	21⅝	
112¼	112⅝	50	Col. Southern 1st pf	5⅝	5⅝	5¼	5¼	− ⅛
27⅝	28	1,110	Col. Southern 2d pf	46	46	46	46	
36½	36⅝	200	Col. & H. C. & I	16	16	16	16	+1
53	53½	3,160	Consolidated Gas	187	187	187	187	
122	122½	600	Continental Tobacco	42	42	42¾	42¾	
100	100	200	Continental Tobac. pf	92	92	92	92	
187	189	940	Del., Lack. & West	123	123	123	123	
214	214½	100	Denver & Rio Grande	186	186	187½	187½	+ ⅛
75	75¼	400	Denver & R. G. pf	21⅝	21⅝	21⅝	21⅝	+ ⅛
12⅞	13¼	1,110	Erie	75	75	75	75	+ ⅛
36½	36⅝	200	Erie 1st pf	13	13½	13	13	+ ⅛
17½	19	100	Erie 2d pf	36¼	36¼	36¼	36¼	
53	53½	2,960	Federal Steel	17½	17½	17½	17½	+ ⅛
78¼	78⅝	1,420	Federal Steel pf	53⅝	53⅝	53⅝	53⅝	+1⅛
60¾	61⅜	505	Glucose Sugar Ref	78⅝	78⅝	78⅝	78⅝	+ ⅛
108	109	25	Glucose Sugar Ref. pf	60¾	61	60¼	61	+ ⅝
163½	164½	600	Great Northern pf	107¾	107¾	107¾	107¾	
112¼	112⅝	158	Hocking Valley pf	163½	163½	163½	163½	
27⅝	28	100	Illinois Central	61½	61½	61½	61½	
73⅝	74	300	International Paper	112⅝	112⅝	112⅝	112⅝	
15	15	200	International Paper pf	28¼	28¼	28¼	28¼	
13½	13⅝	20	International Silver	73¼	73¼	73¼	73¼	
57½	58½	25	Iowa Central	12½	12½	12¼	12¼	
8¼	9	2,025	Iowa Central pf	13⅜	13⅜	13⅜	13⅜	
205	210	300	K. C., Pitts. & Gulf	59	59	59	59	
77½	77⅝	2,420	Lake Shore	8	9	8	8	
103½	103⅝	8,260	Louisville & Nashville	200½	202	200½	202	
65	75	100	Manhattan Con	78¾	78¾	78¼	78¼	
23	24	250	Maryland Coal pf	108⅝	108⅝	107⅞	108⅝	
196½	197	3,128	Met. St. Ry.	70	70	70	70	
14¼	14½	200	Met. St. Ry., ex div	23½	23½	23½	23½	
94	96	70	Mexican Central	197¾	197¾	195½	196½	+ ¾
39½	39½	250	Minn. & S. L. 2d pf	14¼	14½	14¼	14½	+ ⅛
44⅞	44⅝	1,200	Mo., Kan. & Tex. pf	95¼	95½	95¼	95½	+ ⅜
45¾	46	200	Missouri Pacific	39	39½	39	39½	+ ⅛
29¼	29½	200	Mobile & Ohio	44⅜	44⅜	44⅜	44⅜	
28	28⅛	200	National Lead Co	44¾	45	44¾	45	+ ⅛
111		1,685	Nat. Linseed Oil ctfs.	29	29¾	29	29¾	
25½		220	National Steel	21½	21½	21½	21½	+ ⅛
		400	National Steel pf	51¾	51¾	51¾	51¾	+1¼
		900	New Jersey Central	96	96	96	96	
		43	New York Air Brake	119	119	118¾	118¾	− ¼
		1,935	N. Y. Cent. ex div	164½	164½	164½	164½	− ½
		37	N. Y., N. H. & H	133¾	134⅝	133¾	134⅝	
		100	N. Y., C. & S. 1st pf	216	216	216	216	
		300	N. Y., Ont. & West	72	72	72	72	
		495	Norfolk & Western	25	25	25	25	
		400	Norfolk & West. pf	24⅝	24⅝	24½	24½	
		2,400	North American	69	69	68¾	68¾	− ¼
		800	Northern Pacific	12⅝	12⅝	12½	12½	− ⅛
		16	Northern Pacific pf	52⅝	52⅝	52½	52⅝	− ⅛
		75	Oregon R. & Nav	74⅝	74⅝	74⅝	74⅝	− ⅛
		100	Oregon R. & Nav. pf	75¼	75¼	75¼	75¼	+ ⅛
		150	Pacific Coast	42¼	42¼	42¼	42¼	
		1,426	Pacific Mail	75¼	75¼	75¼	75¼	− ⅛
			Pennsylvania R. R	46¼	46¼	46¼	46¼	− ⅛
			People's Gas, Chicago	40½	40½	40½	40½	
			P., C. C. & St. L	131	131¼	131	131¼	+ ¼
			Pull. Pal. Car Co	110¼	110½	110½	110½	+ ⅜
		275	Reading	75	75	75	75	
		2,300	Reading 1st pf	173	173	173	173	+1
		100	Reading 2d pf	21¾	21¾	21¾	21¾	+3
		620	Rep. Iron & Steel	58	58¼	57⅝	58¼	
		370	Rep. Iron & Steel pf	32⅜	32⅜	32⅜	32⅜	− ⅜
		30	St. L. & San Fran	28	28	28	28	+ ¼
		25	St. L. & S. F. 1st pf	73	73	73	73	
		600	St. L. & S. F. 2d pf	72½	72½	72½	72½	
		1,050	St. Louis Southw	11	11	11	11	
		12,750	St. Louis Southw. pf	71¼	71¼	71¼	71¼	
		200	Southern Pacific	36¾	37⅜	36¾	37⅜	+1⅝
		1,592	Southern Railway	15	15¼	14¾	15	+1¼
		110	Southern Railway pf	35½	35½	33½	35½	+1¼
		4,410	Standard R. & P	38	38	37¾	37¾	
		120	Tenn. Coal & Iron	7	7	7	7	
		200	Texas Pacific	114	116½	112¾	116	+ ⅝
		200	Third Avenue	19	19	19	19	
		1,957	Third Ave. & Paper	160	160	160	160	
		2,139	Union Pacific	29¾	29¾	29¼	29½	−1
		50	Union Pacific pf	44	44¼	44	44¼	
		6,070	U. S. Flour Milling pf	76⅝	76⅝	76⅜	76½	+ ⅛
		5,240	United States Leather	50	50	50	50	− ⅜
			U. S. Leather pf	14¾	14½	14¼	14½	
			United States Rubber	47	47	47	47	+ ¼
			Wabash	7¼	7½	7¼	7¾	
			Wabash pf	21¾	22	21¾	22	+ ¼
			Wells-Fargo Express	135	135	135	135	
			Western Union Tel	88¾	88¾	88	88	
			Wheeling & Lake Erie	12¼	12½	12¼	12¼	
			Wheel. & L. E. 1st pf	58¼	58½	58¼	58¼	
			Wheel. & L. E. 2d pf	32	32½	32	32½	
			Wis. Cent. pf., w. iss	16½	16½	16¼	16½	
			Wis. Cent. pf., w. iss	55	55	55	55	
Sales		235,626						

		57,890						

Bid and Asked Quotations.

The following were the closing quotations for Government bonds and for stocks in which there were no transactions:

	Bid.	Asked.		Bid.	Asked.
2s, r., 1891	100⅞		Kan. & M., 1	11	12½
3s, r., 1918	108¼	108¾	K. & D. M.	3¼	4½
3s, c., 1918	108¾	109	K. & D. M. pf	19	21
3s, 1918, sm.

LOTHERAN COUNCIL MEETS.

President Moldehnke's Address Deplores the Laxity of the Divorce Laws in This Country.

CHICAGO, Sept. 28.—The first formal session of the Twenty-seventh Biennial Conference of the Lutheran General Council was held here to-day, 105 delegates, representing 400,000 communicants in every part of the continent, being present.

Addresses were delivered by Dr. George Haas, President of the New York Ministerium, and by Dr. A. L. Yount, President of the Pittsburg Synod.

The afternoon session was devoted principally to the business of organizing the convention, listening to reports, and electing officers for the General Council. A paper by the Rev. E. F. Moldehnke of New York, President of the council, was read, in the course of which he said:

"There is much in the development of the Church that may distress us, but there is also enough to cheer and encourage us. The Lutheran Church must not seek temporal power or aggrandizement for external splendor, for, even though we yearn for the unity and co-operation of all the branches of our Church in this country, yet we know that her glory is within, and that her treasure is the pure Gospel truth.

"Harassed by the despotic oppression which the Lutheran Church in Russia has suffered for many years, and which at last has reached the law-abiding and submissive, prosperous, and enlightened population of Lutheran Finland, many thousands of Finns are leaving their down-trodden country for our hospitable shores. While this immigration is of great value to our Church and a benefit to our country, it shows on the other hand the brutal intolerance of Russia, which casts off her best children, thereby following the bad example formerly set by France and Austria.

"It is a strange but nevertheless true fact that the various sects find their best missionary fields among those Lutherans who do not value the treasure they possess in their own Church, but are allured to various denominations by social considerations or gifted preachers, or are drawn away because of their neglected condition. Not a few Lutherans, and especially the wealthy, send their children to sectarian Sunday schools and institutions of learning. The public school being without religious instruction, more work in this respect devolves on the household and the congregation as in ancient times, when schools were heathenish.

"It cannot be denied that the English language is constantly taking a firmer hold of our people, especially of the rising generation, and this is a matter for congratulation that the English-speaking portion of the General Council is actively engaged in building new churches, carrying on successfully the work in the Sunday school, supporting our English Church paper, earnestly endeavoring to raise the oppressive debts of the Home Mission Board, caring for sound English literature, and thus paving the way for the transition from the German, Scandinavian, and other languages to the English language, while at the same time carefully guarding the sound Lutheran doctrine.

"It is a great dishonor to our country that matters belonging to the sacred institution of marriage, and especially divorces and remarriages, are publicly treated in a frivolous manner. That the various States have enacted contradictory laws in this respect is a source of bitter complaint. It is a deplorable state of affairs when the daily papers refer jokingly to the marriages between men and their mothers-in-law, or their stepmothers. We should send a petition to Congress asking for uniform laws concerning marriages and divorces for the whole country.

"Brethren, we live in a time when many turn from the truth to fables and ever-growing superstitions. Spiritualists, 'Christian' healers and scientists, Mormons, new heavenly prophets, Buddhistic Theosophists, and others organize societies and disseminate their pernicious tenets, and on the other hand atheists, materialists, agnostics, Socialists, and Anarchists manifest their hatred of Church and State and the conservative principles of the same, while within the Presbyterian, Methodist, Baptist, and Episcopalian denominations the exponents of the so-called higher criticism undermine the very foundations of Christian truth by attacking the Holy Scriptures, thus working in the interests, not only of the infidels, but also of the Romish anti-Christ, and unconsciously furthering Romish errors and pretensions.

"In the midst of all these bitter contentions and parties that fight with a determination and decision unheard of in former times, we Lutherans, not relying on Princes or political influence, not on wealth, or powerful friends, but solely on the protection of our Lord, must well remember St. Paul's admonition, 'Watch ye, stand fast in the faith, quit you like men, be strong.'"

IN THE REAL ESTATE FIELD

Fine Residences on the West Side Sold —Other Dealings and Auction Sales.

Slawson & Hobbs have sold for W. W. & T. M. Hall to Elijah D. Murphy for about $85,000 the five-story American basement dwelling 151 Riverside Drive, between Eighty-seventh and Eighty-eighth Streets, 25 by 70 by 100.

The same firm has also sold for James Carlew the five-story American basement dwelling, with extension, 20 West Seventy-sixth Street, 25 by 70 by 102.2; also, to Frederick Seggerman the five-story American basement dwelling 302 West Eighty-first Street, 24 by 102.2.

Sonn Brothers have bought 385 and 387 Washington Street. A six or seven story warehouse will be erected on the site in the near future.

John Finck and M. Baer have sold 329 and 331 East Twenty-third Street, 33.4 by 98, to a builder, who will erect thereon a six-story tenement.

C. R. Gregor's Sons have sold for W. T. Lahey the four-story flat 239 East Thirty-fourth Street 16.8 by 98.9; also, for C. H. Batterman the five-story brick double flat 211 West One Hundred and Fifth Street, 25 by 85 by 100.

There are no auction sales scheduled until next Tuesday.

Ex-Mayor William R. Grace transferred yesterday for a nominal consideration to C. Amory Stevens the property 52 and 53 West Street, running through to Washington Street, together with wharfage and other rights, subject to a three-year mortgage of $150,000, made in favor of the Home Life Insurance Company.

Results at Auction.

Yesterday's offerings in the Trinity Building Salesroom resulted as follows:

By Richard V. Harnett & Co.

307 West Twenty-second Street, 14.8 by 98.9, leasehold, four-story brick dwelling; foreclosure sale, to the plaintiff, Caroline M. Conner $2,000

By Peter F. Meyer & Co.

506 to 514 West One Hundred and Thirty-third Street, 125 by 99.11, vacant; foreclosure sale, by order of the Sheriff, to the plaintiff, Mollie Lowental 20,842

825 Irvington Street, 37.5 by 75, six-story brick tenement, with stores; foreclosure sale, to Daniel Brennan 33,500

1,650 Fox Street, 18.9 by 100, three-story frame dwelling; foreclosure sale, to the plaintiff, Caroline E. Perkins 8,000

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures and Alterations.

No. 228 West Fourth Street, for a six-story brick flat, 26.6 by 90.4; P. J. Herter, of 1052 Lexington Avenue, owner; P. Herter & Son, architects; cost, $35,000.

No. 224 East Seventy-fourth Street, for a six-story brick flat, with stores, 25 by 88.9; P. J. Herter, owner; P. Herter & Son, architects; cost, $28,000.

No. 146 Monroe Street, for a six-story brick flat, with stores, 23.6 by 95; Leader & Bloom, of 142 Monroe Street, owners; Henenburger & Straub, architects; cost, $20,000.

Wendover Avenue, south-east corner of Brook Avenue, for a four-story brick flat, 26 by 104.9; Anderson & Forstrick, of 1370 Fifth Avenue, owners, architects and builders; cost, $30,000.

Ninety-ninth Street, north side, 50 feet west of Park Avenue, for three five-story brick flats, 25 by 85.5; T. M. Bernstein, of 54 Malden Lane, owner; Schneider & Herter, architects; cost, $72,000.

Alterations.

No. 987 East One Hundred and Forty-seventh Street, to a two-and-one-half-story frame dwelling; William Allan, of 184 East One Hundred and Nineteenth Street, owner; M. Turnbull, Jr., architect; cost, $350.

Forty-third Street, north-east corner of Fifth Avenue, to a one-story and basement brick and stone synagogue; Congregation Temple Emanu-El, premises, owner; Buchman & Diesler, architects; cost $1,000.

No. 606 Madison Avenue, southwest corner of Fifty-eighth Street, to a four-story and basement brick dwelling; Jonathan Thorn of 606 Madison Avenue, owner; Adams & Warren, architects; cost, $12,000.

No. 787 Lexington Avenue, to a four-story brick dwelling; Edward Sturgis, owner; E. Wenz, architect; cost, $50.

One Hundred and Fifty-first Street, south side, 25 feet west of Melrose Avenue, and One Hundred and Fifty-first Street, south side, 100 feet west of Courtlandt Avenue, to two two-and-a-half and two-story frame dwellings; Rebecca Sanger of 582 East One Hundred and Fifty-first Street, owner; E. Wenz, architect; cost, $1,000.

Penfold Avenue, east side, 225 feet south of Suburban Place, to a two-story frame dwelling; Charles Wahlig of 678 East One Hundred and Thirty-fourth Street, owner; E. Wenz, architect; cost, $300.

No. 1,407 Second Avenue, to a four-story brick tenement and store; Ernest Will of 1,407 Second Avenue, owner; E. Wenz, architect; cost, $500.

No. 1,974 Bathgate Avenue, to a two-story brick dwelling; Thomas Dunne of 2,731 Webster Avenue, owner; Arthur Boehmer, architect; cost, $275.

No. 561 Fifth Avenue, to a four-story brick flat and store; Thomas Byrne of 15 West Fifty-eighth Street, owner; Horgan & Slattery, architects; cost, $25,000.

Bathgate Avenue, east side, 121 feet north of Tremont Avenue, to a two-story frame shop; Catherine Fox, owner; John E. Kirby, architect; cost, $200.

Thirty-fifth Street, southwest corner of Tenth Avenue, to a four-story brick dwelling; C. W. Reckhart, owner; James W. Coly, architect; cost, $100.

No. 438 East Eighty-first Street, to a four-story brick tenement; Thomas McGrath, owner; C. H. Dalhauser, architect; cost, $600.

No. 360 Canal Street, to a three-story brick factory; H. C. Pell, owner; L. F. Heinecke, architect; cost, $350.

Recorded Real Estate Transfers.

Thursday, Sept. 28.

ALLEN ST, 167, w s, 25.6x88.2x irregular; Louise J. Tilby and another to William I. Craven $1

ALLEN ST, 167, 25.6x irregular; John W. Tilby to Louise J. Tilby, correction of deed ..... Gift

BLOOMINGDALE ROAD, w s, at s s of Lot 580, map of Striker's Bay Farm, runs n 25.6x e— to centre road x s 25.6x w—; Antoinette E. Wood to Robert W. Thompson 1

BROADWAY, n e corner of 97th St, 100.11 x165x irregular; John W. Stevens and wife to Jefferson M. Levy 1

CANAL ST, 174 and 176; William P. Giles to Samuel Geiszler ..... Nom.

CHERRY ST, 362, n s, 26x94.9x26.4x99; Jonas Weil and another to Bernhard Scheinkmann 1

FRENCH BOULEVARD, w s, 95 ft n of centre of 159th St, 49.6x49.9x40.11x70.3; Emma Fish to Morell B. Seals 1

FULTON ST, 102, 25x81.1x25.2x80.4; Fulton St, 104, 24.8x80.1x25x79.7, leasehold; Eugene H. Pomeroy, referee, to Isaac J. Greenwood, executor, &c. 75,000

HAMILTON ST, s s, 133.6 ft e of Catharine St, 25.1x104.1x25x103.11; Rebecca Meryash to Marcus Hoffberg 1

LOT 538, map of Van Nest Park; B. Levy to John J. Dragnett and another. 100

MANHATTAN AV, s w corner of 102d St, 101.2x100x irregular; William Rankin to Robert Rankin ..... Gift

MANHATTAN AV, n w corner of 101st St, 100.7x99.11; William Rankin to John K. McAfee ..... Gift

MONROE ST, 161 to 167, 93.5x100; Marcus Hoffberg to Rebecca Meryash 1

MORNINGSIDE AVENUE, n w corner 121st St, 20.11x100.11; Michael J. Kelly, referee, to Julia E. Cameron 40,000

PROSPECT AV, s e corner of Freeman St, 51.6x82.10 to Lyman Place, proposed, x86 x62.4; George Stark to Joseph C. Cocker. 100

PROSPECT AV, w s, 112.3 ft s of 169th St, 25x irregular; William Robitzek to Sarah J. Dickson and others 9,000

ST. JOHN'S AV, e s, 100 ft n of 188th St, 16.8x87.6; Charles Bjorkegren to John E. and Hilma J. Norelius 1

SOUTHERN BOULEVARD, e s, 100 ft s of Bainbridge Av, 25.2x104x25x101; Mary E. Moulton to Joseph A. Carter 1

STANTON ST, s s, 80 ft e of Ridge St, 20x67; the Nuns of the Order of St. Dominick to Caroline Becker, executrix.. 6,825

STANTON ST, s s, 80 ft e of Ridge St, 20x67; Caroline Becker, executrix, to Emil Neufeld 12,900

STANTON ST, s s, 80 ft e of Ridge St, 20x67; Caroline Becker, executrix, to Emil Neufeld 1

TRAFALGAR PLACE, w s, 100 ft s of Woodruff Av, new line, 26x65; John D. Foley to Kate Foley 4,000

VANDERBILT AV EAST, n e corner of 185th St, 50x100; William B. Smith to Leopold Serenbetz 3,500

WEST ST, e s, 81 ft s of Rector St, 40.6x 170.10 to Washington St x40.6x180 with wharfage; William R. Grace to C. Amory Stevens 1

2D AV, n w corner of 108th St, 25x100; Harris Mandlebaum and another to Joseph Labriola and others 1

4TH ST, 380 East, 18.8x95; Maurice Myers to Pincus Lowenfeld and another 1

7TH ST, s s, Lot 145, map of Unionport, 100x108; Horace W. Price to Mary M. Bickford 1

18TH ST, n s, 275 ft w of 7th Av, 50x92; Charles L. Ritzmann to Henry E. Stevens, Jr. 1

35TH ST, 313 East, 18.9x98.9; Rosa Cohn to Elise Cohn 1

46TH ST, 117 and 119 West, 50x100.5; Wilber McBride, referee, to Richard F. Carman 70,000

49TH ST, 204 West, 18x100.5; Ulysses L. Bover to Lila P. Jackson and another.. 1

74TH ST, s s, 150 ft w of Avenue A, 50x 102.2; Louis Lese to Dora Scheer 1

75TH ST, n s, 88.4 ft w of 4th Av, 20x 102.2; Henry B. Stacey to Collins Building and Construction Company 37,500

77TH ST, 61 East, 18.9x102.2; Robert A. Welcke to Nannie J. Faulkner 1

85TH ST, s s, 275 ft w of West End Av, 50.6x100; Charles Meier and wife to Elias Kempner 1

86TH ST, n s, 175 ft w of Avenue B, 25x 139.8x25x140.1; Henry E. Stevens, Jr., to Charles L. Ritzmann ..... Exchange

94TH ST, 338 East, 25x100.8; Sophie Kaufmann to Catharine Gempler 1

97TH ST, n s, 25 ft e of Broadway, 124.7 x50.11x132.3x50.5; William S. Kane and wife to Jefferson M. Levy 1

97TH ST, w s, 25 ft e of Broadway, 124.7x 50.11x132.3x50.5; Robert W. Thompson and wife to William S. Kane 50,000

99TH ST, 10 West, 25x100.11; Asa R. Davison to Charles L. Ritzmann 1

127TH ST, 157 West, 20.3x100.11; Alexander Davidson to Earl G. Pier 1

115TH ST, n s, 100 ft e of 5th Av, 25x 110x36.7x136.8; Antoine Petrone to the New York Building Loan Banking Company 36,100

121ST ST, s s, 304 ft w of 7th Av, 17x 100.11; Frederick G. Wetterau, referee, to Gustav H. Schwab, executor, &c. 10,000

126TH ST, s s, 351.8 ft e of Lenox Av, 16.8 x99.11; Ray and Isaac Reinheimer to David A. Arrowsmith, Jr. 1

136TH ST, s s, 185 ft w of 5th Av, 25x 99.11; Henry E. Stevens, Jr., to Charles Ritzmann ..... Exchange

139TH ST, n s, 225 ft w of Walnut Av, 98x100; 140th St s s, 225 ft w of Walnut Av, 98x100; the Port Morris Land and Improvement Company to Gottfried Oethinger 13,500

140TH ST, s s, 575 ft e of Lenox Av, 75x 138.6x88.8x182; the Mutual Life Insurance Company to Clarence L. Smith.... 11,000

142D ST, 800 East, 25x100; Charles Lang to John H. Meyer and wife 1

142D ST, s s, 200 ft e of Lenox Av, 25x 99.11; John Harney to Patrick J. Kane.. 1

156TH ST, n s, 100 ft w of Courtlandt Av, 24.2x100.2x29.6x100.2; John Shea to Lewis H. Brown 6,700

161ST ST, 563 West, 18x99.11; Mary Jager to Harry L. Rosenbaum 16,000

168TH ST, n s, 100 ft s of Union Av, 120x 126.5; Charles H. Thornton and others to William Robitzek 1

169TH ST, w corner of Stebbins Av, 19x 170; Ernest B. Wintersmith to Mary F. McElvaney 8,250

Recorded Leases.

BUDDE, Frederick A., to Meyer Brothers; 134th St, 826 East, 4 8-12 years....$660 to $720

ELLISON, Walter D., to Henry Zimmer; Lexington Av, 740, s w corner of 59th St, 30 years 6,000

FRERCK, Marie, to George Gunther; Cauldwell Av, s e corner of 161st St, 5 years.. 1,536

HOPNER, Ann, to Daniel J. Donovan; 125th St, 132 and 134 East, 10 years.. $5,000 to 5,500

ISAAC, Barney, to Meyer Himmel; Columbia St, 50 to 54, 3 7-12 years 7,000

LOCHMULLER, Henry, to Antonio Florio; 104th St, 307 East, 5 years 1,080

SCHNUGG, Francis J., to Franz Kist; 2d Av, 1,752, 5 years 540

SCHUMAN, Gustav, to Giuseppe Milano; 106th St, 311 East, 10 years 1,080

Recorded Mortgages.

ADAMS, Albert J., to Franklin Savings Bank; 2,270 Broadway, 3 years $21,000

ADAMS, Albert J., to Franklin Savings Bank; 2,272 Broadway, 3 years 21,000

BAILEY, Elizabeth M., to J. Blackburn Miller; 24th St, s w s, 477.4 ft e of 10th Av, 3 years 1,400

BJORKEGREN, Charles, to North New York Co-operative Building and Loan Association; Frederick St, e s, 113.8 ft n of Bayard St, 3 years 2,000

BJORKEGREN, Charles, to North New York Co-operative Building and Loan Association; Frederick St, e s, 133.4 ft n of Bayard St, 3 years 2,000

BJORKEGREN, Charles, to North New York Co-operative Building and Loan Association; Frederick St, e s, 133.4 ft n of Bayard St, 3 years 2,000

BOLTAN, Joseph, to Pinkus Turk; 147 and 149 Clinton St, 2 years 2,000

BROWN, Lewis H., to Title Guarantee and Trust Company; Melrose Av, n s, 150.2 ft w of Courtlandt Av, 3 years..... 2,800

BURGOYNE, John L., to New York and Suburban Co-operative Building and Loan Association; 143d St, s s, 575 ft e of Willis Av., installments 2,750

BURNS, Peter J., and another to Bernheimer & Schmid; 1,781 3d Av, saloon lease, demand 2,500

CLEVERDON, Lillie B., to Joseph Putzel; Hampden (or 184th) St, s s, 100 ft w of Andrews Av, gore, 1 year 2,000

COCKER, Joseph C., to George Stark; Prospect Av, s e corner of Freeman St, ¼ year 6,000

COCKER, Joseph C., to Lucy G. Barnard; Prospect Av, s e corner of Freeman St, ¼ year 8,000

COCKER, Joseph C., to George Stark; Prospect Av, s e corner of Freeman St, ¼ year 9,000

COHEN, David, to Charles H. Becker; 341 to 345 East 105th St, 1 month 2,000

DICKSON, Sarah J., and others to William Robitzek; 1,831 Prospect Av, 2 years..... 2,000

DIETZ, Isidor J., and William M. Jampole to Edmund Comn; 112th St, s s, 358 ft w of 5th Av, demand 115,500

DONOVAN, Daniel J., to Bernheimer & Schmid; 132 and 134 East 125th St, saloon lease, demand 5,000

DRAGNETT, John J., and Pietro Pandolfi to Ephraim B. Levy; Lot 368, map of Van Nest Park, 24th Ward, 2 years..... 210

FAULKNER, Nannie J., to Robert A. Welcke; 61 East 77th St, 1 year 5,000

FEINBERG, William, and Joseph Polstein to Mary E. Parsons; 255 and 257½ Rivington St, 5 years 55,000

FELT, Emily L., to Germania Life Insurance Company; St. Nicholas Av, n e corner of 115th St, ¼ year 15,000

GEISZLER, Samuel, to Bond and Mortgage Guarantee Company; Canal St, 174 and 176, and 76 Mott St, 3 years 45,000

GEMPLER, Catharine and Herman C., to Emma Hassey; 338 East 94th St, 2 years. 2,000

GORDON, Jennie, to New York Security and Trust Company; 254 Madison St, 5 years 15,000

GREGORY, Elisha B., to Harriet E. Bard; Marion St, n w s, Lot 310, map of Washingtonville, 3 years 800

GUNTHER, George, to Jacob Ruppert; Cauldwell Av, s e corner of 161st St, saloon lease, demand 3,000

HANLON, Michael, to William M. Peters; 254 and 256 East 7th St, ½ year..... 2,500

HEALY, Joseph S., to Chancey N. Brainerd; Bailey Av, e s, 74.10 ft s of Boston Av, 2 years 4,500

HERRMAN, Morris S., to Equitable Life Assurance Society; 5th Av, s w corner of 116th St, 2 years 24,000

HOOKS, Katharine P., to Adolph M. Bendheim; 169th St, s w s, 45 ft s e of Fox St, ½ year 690

JACOBS, Simon, to Isidore Jackson and Abraham Stern; 533 to 539 5th St, demand 3,000

JUSTER, Rachel, to Cecilia H. Pohle; St. Ann's Av, n w corner of 146th St, 1 year 6,825

KANE, William S., to Robert W. Thompson; 97th St, n s, 25 ft e of Broadway, 3 years 45,000

KENNEDY, John, to the Tremont Building and Loan Association; Weeks St, w s, 150 ft n of 174th St, installments 3,000

LIPPE, Nellie A., to Sigmund Zipser; 150 East 65th St, ¼ year 500

McCRACKEN, William, and others to William B. Rogers; 149th St, n s, 100 ft e of Boulevard, due, 1899 5,306

McELVANEY, Mary F., to New York Building Loan Banking Company; 169th St, w corner of Stebbins Av, installments 8,800

MOUNT, Henry R., and others to Elizabeth Jouy; all right, title, &c., to property in Section 1, Block 276; Section 3, Block 875; Section 2, Block 588, and Section 5, Block 1,526, on land map of the City of New York, instalments 3,600

MOUNT, Henry R., and others to Elizabeth Jouy; all right, title, &c., to property in Section 1, Block 276; Section 3, Block 875; Section 2, Block 588, and Section 5, Block 1,526, on land map of the City of New York, instalments 3,600

NEUFELD, Emil, to Carolina Becker, executrix, &c.; Stanton St, s s, 100 ft e of Ridge St, 3 years 10,000

NEWMAN, Julia T. and William V., to Sarah C. Newman; 71st St, n s, 121 ft e of West End Av, 1 year 8,232

NORELIUS, John E., and wife to Charles Bjorkegren; Av A, w s, 100 ft n of 188th St, 3 years 400

O'BRIEN, Michael and Mary, to John M. Phillips, executor, &c.; Mapes Av, e s, Lot 136 and part of Lot 135, map of Village of East Tremont, 3 years..... 600

OETHINGER, Gottfried, to the Port Morris Land and Improvement Company; 139th St, n s, 225 ft w of Walnut Av, 1 year 7,500

OETHINGER, Gottfried, to the Port Morris Land and Improvement Company; 139th St, n s, 225 ft w of Walnut Av, 1 year 2,500

O'HARA, Kate B., to Mutual Life Insurance Company; 134 West 86th St, 3 years 21,000

O'REILLY, Thomas, to the Emigrant Industrial Savings Bank; 109th St, s s, 102 ft w of Park Av, 1 year 5,000

OSORIA, J. Newton, to Joseph C. Levi, trustee; 148 East 49th St, ½ year..... 4,000

PIER, Earl G., to Alexander Davidson; 112th St, n s, 120 ft e of 7th Av, 1 year. 1,000

PORTER, Charles F. to Title Guarantee and Trust Company; 1-1st St, n s, 262.6 ft e of Broadway, 3 years 5,000

RITZMANN, Charles L., to Silas A. Allen; 99th St, s s, 200 ft w of Central Park West, 3 years 4,000

SCHEINKMAN, Bernard, to Jonas Weil and Bernard Mayer; 362 Cherry St, installments 3,000

SCHMIDT, Frederick, to Rosa Brandt; 190 1st Av, 1 year 1,000

SERENBETZ, Leopold, to Leonidas P. Williams, trustee, &c.; Vanderbilt Av, n e corner of 186th St, 3 years..... 2,500

SMITH, Clarence L., to Fidelity Insurance Company; 140th St, s s, 575 ft e of Lenox Av, 1 year 9,500

STACEY, Henry B., to the Trustees of the Peabody Education Fund; 75th St, n s, 88.4 ft w of Park Av, 5 years 27,500

STEVENS, C. Amory, to Home Life Insurance Company; West St, e s, 81 ft s of Rector St, with wharfage, craneage, &c., 3 years 150,000

THOMPSON, Walter E., to Franklin Savings Bank; 215 West End Av, 5 years.. 21,000

WALTER, Emily and Max, to Julius Goldschmidt; 1,040 Trinity Av, 3 years.. 5,000

WERTHEIM, Pepi, to William T. Hookey; 1st Av, w s, 50.3 ft s of 104th St, ½ year. 2,500

WILSON, Sarah L., to John A. Deralsmes; 218 and 220 Washington St, 3 years 5,000

WILSON, Sarah L., to the Emigrant Industrial Savings Bank; 218 and 220 Washington St, 1 year 25,000

Assignments of Mortgages.

BARD, Harriet E., to Benjamin De F. Curtiss $800

BITTNER, Edmund, to Charles H. Dugliss ..... Nom.

COCKER, Joseph C., to George Stark..... 700

FERRARA, Raffaele, to Philip S. Saetta, trustee ..... Nom.

FRANK IBERT BREWING COMPANY to Jacob Hofmann Brewing Company... 750

HANNAH, Adam, to Morris Mayer..... 100

LANGBEIN, J. C. Julius, to Lucy E. McCord ..... Omitted

LEVENE, Theresa, to German-American Real Estate Title Guarantee Company.. 4,000

LEVI, Joseph C., trustee, to Elizabeth B. Vanderpoel 8,000

MANNING, Frank O., executor, &c., to Charles N. Lee and others, trustees, &c. 11,168

MANNING, Frank O., executor, &c., to Charles N. Lee and others, trustees, &c. 10,121

McBRIDE, Jessie C., to John W. Stevens. nom.

O'BRIEN, John J., to Peter McDowell... 1,460

PALMER, William H., to Louis Gordon and others 2,000

PETERS, William M., to John A. Straley and others ..... Consideration omitted

PRICE, Alfred B., to Charles L. Ritzmann. Nom.

SCUDDER, George A., executor, &c., to Henry W. Gaines, trustee ..... Nom.

SMITH, Samuel W. B., to Walter S. Thornton ..... Nom.

TITLE GUARANTEE AND TRUST COMPANY to the Trustees of the Permanent Fund of the Grand Lodge of Free and Accepted Masons of the State of New York 20,000

TITLE GUARANTEE AND TRUST COMPANY to the Domestic and Foreign Missionary Society of the Protestant Episcopal Church in the United States..... 20,000

TOWNSEND, J. Allen, to William P. Allen ..... Nom.

Mechanics' Liens.

CANNON ST, 86; T. J. Mooney & Co. against Max Krakower and Jacob and Henda Goell, owners and contractors... $100

COLUMBUS AV, s e corner of 108th St, 100x100; John C. Blake against Abelman & Rosenbaum, owners and contractors..

EDGECOMBE AV, 254, n e corner of 145th St.; William J. Murphy against Seth M. Milliken, owner and contractor 5,000

GERMAN PLACE, s e corner of 158th St, 50x88.2; Russell Ketcham against Joseph D. Jennings, owner and contractor. 115

GOERCK ST, 23 and 25; Eastern Hydraulic Press Brick Company against Pauline Aronowitz, owner and contractor..... 107

WASHINGTON AV, n w corner of 173d St, 100x90; Gustav H. Hamann against George Blumenthal, owner; Albert B. Waythaler, contractor 282

4TH ST, 124 East; Samuel Greenstein against August Ruff, owner; Tretler & Soltz, contractors 175

7TH ST, 254 and 256 East; White Von Glahn & Co. against Michael O. Hanlan, owner; Michael Hanlan, contractor.... 249

7TH ST, 272 to 278 East; White Von Glahn & Co. against Michael Hanlan, owner and contractor 41

8TH AV, n e corner of 111th St, 100x200; William G. Leeson against James H. Cassidy, owner; Frederico Lamura, contractor 50

8TH AV, n w corner of 148th St, 100x100; Isaac Rothfeld against Louis Keiman and George Brown, owners and contractors.. 300

40TH ST, 445 West; Mills & Fox against G. Otto Etterich, owner and contractor. 281

108TH ST, s s, 100 ft e of Columbus Av, 75x100.11; August Sence against Arthur E. Moore, owner and contractor 875

117TH ST, 46 to 52 West; Max Goldwasser against Jane Birrell, owner; William Jeffery, owner and contractor..... 175

ORDER UNDER CHAPTER 418, LAWS OF 1897.

113TH ST, 78 and 82 East; D. Karp on Joseph Fox to Bell Brothers..... 1,000

Lis Pendens.

BROOK AV, n w corner of North 3d Av, 46.3x 86.8x75.9x88.3; Arthur Sandys against Edgar Ketchum and others, (foreclosure of mortgage;) attorney, L. Sutherland.

CANAL ST, s e corner of Varick St, 74.8x34.10x 61x74.3, being known as 68, 70, and 72 Varick St; the Havens Relief Fund Society against Norman G. Kellogg and others, (foreclosure of three mortgages;) attorneys, Hand, Bonney, Pell & Jones.

LEXINGTON AV, w s, 68.2 ft s of 73d St, 17x 80; Justus L. Bulkley against Carolina G. M. Ecclesine and others, (foreclosure of mortgage;) attorney, D. Thornton.

LEXINGTON AV, 1,600, w s, 84.4 ft n of 101st St, 16.7x75; John B. Sabine against Ellen Rocks, (foreclosure of mortgage;) attorney, J. B. Sabine.

WAVERLEY PLACE, e s, 38.11 ft s of Christopher St, 1.1x73; Edward Kirby against Henry E. Stevens, Jr., and others, (action to enforce specific performance, &c.;) attorney, C. L. Thiele.

WEST END AV, w s, 19.5 ft s of 71st St, 17x 82.10; Calvin A. Stevens and another, executors, &c., against Charles A. Beardsley and others, (foreclosure of mortgage;) attorney, T. Wandell.

WESTCHESTER AV, n s, 51 ft w of Eagle Av, 27.6x82.11x36x—; also 150th St, s s, 325.3 ft e of Morris Av, 25x100; Patrick Donohue against Anna Donohue, (conveyance of property, &c.;) attorneys, Page & Eckley.

WHITE PLAINS AV, w s, 462.9 ft n of 2d St, 50x187.9x50x183.3; Elizabeth O'Brien and James Mallon against Alice M. Mallon and others, (action to declare deed void, &c.;) attorney, A. H. Wadlick.

3D AV, e s, 101.11 ft s of 174th St, 75x100; Title Guarantee and Trust Company against Josephine Gallo and others, (foreclosure of mortgage;) attorney, W. H. Stockwell.

48TH ST, s s, 100 ft w of 1st Av, 25x100.5; Robert I. Murray and another, trustees, &c., against Charles Meier and others, (amended foreclosure of mortgage;) attorney, J. K. Murray.

117TH ST, s s, 225 ft e of Lenox Av, 100x100.11; J. Allen Townsend against William Jeffery and others, (foreclosure of mortgage;) attorney, W. F. Kimber.

137TH ST, n s, 300 ft e of Lenox Av, 100x99.11; William T. Hookey against William R. Kitchen and others, (foreclosure of mortgage;) attorneys, Phillips & Avery.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.77½
Corn, No. 2 mixed	.40¾
Oats, No. 2 mixed	.29
Flour, Minnesota patents	$4.00
Cotton, middling	.06⅞
Coffee, No. 7 Rio	.05½
Sugar, granulated	.05 3-16
Molasses, O. K., prime	.35
Beef, family	11.00
Beef hams	24.50
Tallow, prime	.05⅛
Pork, mess	9.50
Hogs, dressed, 160 lb	.06⅝
Lard, prime	5.85
Iron, Northern No. 1 foundry	23.00
Butter, Western creamery	.23

CHICAGO, Sept. 28.—Flour firm; No. 3 Spring wheat, 65@71½c; No. 2 red, 73½@74½c; No. 2 corn, 32¾@32½c; No. 2 yellow, 32½@32½c; No. 2 oats, 22¾@23¼c; No. 2 white, 25½@25½c; No. 3 white, 24½@25½c; No. 2 rye, 58½c; No. 2 barley, 39@44c; No. 1 flaxseed, $1.12; Northwestern, $1.13; prime timothy seed, $2.25@$2.30; mess pork, per barrel, $7.60@$8.25; lard, per 100 lb, $5.35@5.50; short ribs, sides, (loose,) $5.05@$5.40; dry-salted shoulders, (boxed,) 6@6¼c; short clear sides, (boxed,) $5.50@$5.60; whisky, distillers' finished goods, per gallon, $1.22; sugars, cutloaf, unchanged; clover, $6@$8.

COTTON.—The market for cotton futures was very erratic. Although the bull portion of the trade had the advantage all through the early session, shorts later held the better position. It was a day of great excitement to say the least. Orders were received in large numbers from every direction, and the local trade operated on a very heavy scale. A glance at the bulletin board revealed a sensational advance in the English market, prices there having jumped up 3 points, or more than three times as much as the local talent had expected in response to our firmness of yesterday. As soon as the market here opened, shorts made frantic efforts to reach cover, and the first sale of October represented the remarkable advance of 21 points. The close was steady, with prices 2@5 points net higher, the market having rallied on active covering. Spot cotton in Southern markets (middling quoted) was reported by special dispatches as follows: Savannah, 6¼c, ⅛c higher; Charleston, 6⅝c, ¼c higher; Wilmington, 6¼c; Norfolk, 6¼c, 3-16c higher; Baltimore, 7¼c, ¼c higher; New Orleans, 6½c; Memphis, 6¾c, ¼c higher; Augusta, 6¾c, ⅞c higher; St. Louis, 6¾c, ⅛c higher.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
October	6.80	6.89	6.58	6.63@6.65
November	6.84	6.84	6.67	6.69@6.71
December	6.92	6.92	6.73	6.78@6.79
January	6.93	6.95	6.78	6.84@6.85
February	6.92	6.95	6.83	6.87@6.89
March	6.95	6.98	6.85	6.91@6.92
April	6.99	6.99	6.89	6.94@6.96
May	7.02	7.03	6.92	6.98@
June	7.04	7.05	6.95	7.00@7.01
July	7.05	7.05	6.98	7.02@7.03
August	7.05	7.05	6.98	7.02@7.04

LIVERPOOL, Sept. 28.—Spot cotton strong; sales, 8,000 bales; speculation and export, 500 bales; American, 6,000 bales; receipts, nil; middling upland, 3 15-16d; futures opened at 2@3 64d advance and closed barely 3½@4½-64d net advance. December-January, 3.47b; January-February, 3.47b; February-March, 3.47⅛s; March-April, 3.48s; April-May, 3.48½; May-June, 3.49s; June-July, 3.49½s; July-August, 3.41.948; September, 3.53s; September-October, 3.51s; October-November, 3.49½b; November-December, 3.48s. Manchester—Yarns quiet and firm. Cloths, full prices insisted upon, but business small.

FUTURES.

NEW YORK PRICES.

Wheat—	Opening.	High.	Low.	Close.
September	75½	75½	75⅝	..
December	77¾	78	77¼	77⅞
May	80 3-16	80¾	79 15-16	80⅝
Corn—				
September	39½	39½	39½	..
December	37	37	36 15-16	37
May	36¼	36¼	36¼	36½

CHICAGO PRICES.

Wheat—	Opening.	High.	Low.	Close.
September	74¾	74¾	74 5-16	74⅝
December	73⅝	74¼	73 5-16	73⅞
May	75⅞	76⅝	75 9-16	76⅝
Corn—				
September	33	33	32¼	32½
December	30	30¼	29⅝	30⅛
May	30½	30 13-16	30⅜	30⅝
Oats—				
September	22⅞	22⅞	22¼	22½
December	22⅞	22 15-16	22¾	22

EXCURSIONS.

ADMIRAL DEWEY CELEBRATION.
The following trips will be made by
THE LONG ISLAND SOUND STEEL STEAMERS

CITY OF LOWELL of the NORWICH LINE
from Pier 36, N. R., foot of Spring Street.

PLYMOUTH of the FALL RIVER LINE
from Pier 18, N. R., foot of Murray Street.

Limited number of tickets, good only on steamer for which sold.

NAVAL PARADE AND NIGHT ILLUMINATION.

FRIDAY, SEPT. 29th.

LEAVING at 11 A. M. TICKETS $5.00, including day and night trips. Both steamers will participate in the Naval Parade and Review, returning to piers about dark, to give those who desire an opportunity of disembarking, and will leave again as soon as possible for a River and Harbor trip. The great promenade decks of these vessels afford unsurpassed opportunity to view the fireworks and illumination. Returning, due at piers about 9 o'clock.

WARSHIPS AND GRANT'S TOMB.

ESCORTING ADMIRAL DEWEY TO CLAREMONT.
SATURDAY, SEPT. 30th.

LEAVING at 9:30 A. M. TICKETS $1.00. Both steamers will escort Admiral Dewey up the river, passing the warships, rendezvousing opposite the starting point of the Land Parade, Grant's Tomb and Claremont. Returning, will proceed slowly down the river in full view of Riverside Drive, the route of the great land demonstration, arriving at piers about noon, in time for those on board to witness the Parade at downtown points.

WARSHIPS, WEST POINT AND THE HUDSON RIVER.

SUNDAY, OCT. 1st.

LEAVING at 11 A. M. TICKETS $1.00. Both steamers will make a trip up the Hudson as far as West Point, passing the warships at anchor, Riverside Drive, Grant's Tomb, Claremont, the Palisades, and other noted localities, returning to piers about 5 o'clock.

Strangers in the city should not miss this opportunity to see the RHINE OF AMERICA in all its AUTUMNAL GLORY.

MUSIC on the LOWELL by Lauria's celebrated band; on the PLYMOUTH by the First Naval Battalion Band. Catering by the Company at regular prices.

Tickets now on sale at Wharf Offices, Telephone, Pier 18, Cortlandt 4986; Pier 36, Spring 1961, and at Cook's offices, 261 Broadway, cor. Warren St., and 1225 Broadway, near 30th St., the latter office open until 10:00 P. M.

EXCURSIONS.

Iron Steamboat Co.
DEWEY'S WELCOME
To-day, September 29th.

The magnificent steamers of this company will take part in the celebration of Dewey Day—the water parade, the night illumination, and fireworks.

FARE—Day Demonstration, $2.00
Night " " 1.00

The Iron Steamboats will leave foot 22d St., N. R., ONLY, at 11:00 A. M. for the NAVAL PARADE.

For the NIGHT DEMONSTRATION AND HARBOR AND FLEET ILLUMINATION the Iron Steamboats will leave foot 22d St., North River, 6:30 P. M., and foot of 31st St., East River, 6:30 P. M.

YACHT RACES.
COLUMBIA—SHAMROCK.

The Boats of the Iron Steamboat Company have seagoing licenses, and will accompany the yachts all through the contests.

FARE EACH RACE, $2.00.

EACH STEAMBOAT WILL BE LIMITED

Tickets for either event can and should be secured at once. They can be had at the company's office, Room 139, 32 Broadway, N. Y.

THE GREAT STEEL STEAMER PLYMOUTH,
of the Fall River Line, will attend the
INTERNATIONAL YACHT RACES.

A strictly limited number of tickets will be sold at $5.00 each; first three races, $12.00. Music by the First Naval Battalion Band. Catering by the Company at regular prices. The PLYMOUTH has three spacious decks, THE UPPER ONE AN OPEN PROMENADE, and in every detail of equipment and provision is ADMIRABLY ADAPTED FOR OUTSIDE YACHT RACE SERVICE.

Ticket and Staterooms at Office, Pier 19, N. R., foot of Warren Street; telephone, Cortlandt 4986; also at Cook's Offices, 261 Broadway, corner Warren St., and 1,225 Broadway, near 30th St., the latter office open until 10:00 P. M.

INTERNATIONAL YACHT RACES.

THE FAMOUS STEAMERS
Republic and Columbia
FOR
Dewey Day and Yacht Races

Both the big Long Branch Ocean Route steamboats will leave Pier 10 East River (between South Ferry and Whitehall St.) at 11 A. M. on Dewey day, and will take part in the grand Naval Parade, having been assigned places in the line. They have immense deck space for sight-seeing, spacious saloons and staterooms, and are provided with excellent restaurants. For the Night Display leave Pier 10 E. R. at 7 P. M. Tickets $3.00 for Day Parade, $2.00 for Night Display, or $4.00 for both.

FOR AMERICA'S CUP RACES the COLUMBIA will leave Pier 10 E. R. on each day, following the yachts over the entire course. The boat needs no recommendation for seagoing work or speed. She is well known and popular, and provided with every comfort. Restaurant service will be complete. Tickets, $3.00 each day, or $9.00 all days, whether three or more.
CAPACITY, 3,000. TICKETS LIMITED TO 1,500.

Tickets for Dewey Day or Races may be reserved and descriptive circular of yacht races sent on application to W. RUSSELL, 1,181 BROADWAY. Phone, 211 Madison Sq., or Pier 10, E.R.

S. S. MIAMI
of the Flagler Florida East Coast system has been chartered by Raymond & Whitcomb for
DEWEY CELEBRATION
and the
International Yacht Races.

Limit guaranteed 350 persons, capacity over 1,000. Superior arrangement for those wishing to avoid crowded conditions. The MIAMI is built of steel, twin screws, with a speed of 19 miles per hour, lighted by electricity, and carries powerful searchlight.

Price, Dewey DAY, $10.
Evening " $5.
Yacht Races, $10 each.

Ship will sail from Pier 31 (new) N. R., foot of Watts St., adjoining Desbrosses St. ferry.

Circulars, tickets at principal hotels or
RAYMOND & WHITCOMB
25 Union Square, N. Y.
Telephone 3138 or 3139 18th Street.

INTERNATIONAL YACHT RACES.
Steamer "Glen Island"
The Flag Ship of the Starin Fleet.
23d Regt. Band. | Caterer—Anderson.

Three large open decks and best steamer afloat for observation purposes. Dining room with 200 seating capacity. All saloons, staterooms, and dining room steam-heated. Leaves foot Cortlandt St. at 9:30 A. M. each race day. Single trip tickets, $2.50; tickets for three trips, $6.00. Staterooms, $5.00.

Steamer "Sam Sloan."

Speedy, spacious, safe, and room for everybody to see everything, with music and refreshments. Leaves foot Cortlandt St. at 10:00 A. M. each race day.

Single trip, $2; Tickets for 3 trips, $5.

Number of passengers on each steamer positively limited to one-half licensed capacity.

Starin's dock, with elevated passageway for passengers only, is used by these two steamers on race days exclusively.

Starin's dock, foot of Cortlandt St.; 49 Beaver St.; Mulrhad's, 129 Bway; Rullman's, 111 B'way; Miller's, 120 B'way; 141 B'way; Principal Hotels and Childs' restaurants.

IRON STEAMBOAT CO.'S PALATIAL STEAMER TAURUS

Accompanies all International Yacht Races. Capacity 2,000. Tickets positively limited to 1,000 each race. Steamer leaves Pier 6, foot Rector St., at 9:30 A. M.

Reserved tickets, $3; at all principal ticket offices and leading hotels in the city and at pier. Refreshments.

Music by 7th Regt. Band.

Wire, write, or 'phone 6056 Cortlandt.)
SEEBER & CO., General Agents, 111 Broadway.

DEWEY NAVAL PARADE.

Sept. 29th, Steamer
DOLPHIN,
formerly "The Foster," leaves East 31st St., 10 A. M.; South 5th St., B'klyn, 10:15; Battery, 11 A. M. Engel's Military Band. Complete restaurant service. Tickets, limited, $2 each.

Grand fireworks display and illumination same evening, leaving East 31st St. 7 P. M. Tickets, $1.

INTERNATIONAL YACHT RACES.

The speed of the Dolphin guarantees a full view of the races, from start to finish; leaving East 31st St. 8:30; South 5th St., Brooklyn, 8:45; Battery, 9:00 sharp. Tickets limited, $3 each. All tickets for sale at Thos. Cook & Sons, 261 and 1,225 B'way, and at office, 525 W. 41st St. Telephone 150-38th.

DEWEY DAY.

New Bedford, Martha's Vineyard and Nantucket Steamboat Co.'s
Sea-going 3-deck steamer GAY HEAD
Leaves Up-town West Side,
Foot West 30th St., N. R., 10:30 A. M. and 7 P. M. 300 tickets sold at leading clubs, remainder at leading hotels, 71, 120, 261, and 1,225 B'way, and on Boat at Wharf, beginning Thursday morning. Also mail or telephone "Lessee Gay Head," 19 W. 34th St., care City Club.
Day tickets, including Luncheon, $5.00.
Evening tickets, $5.00.
This steamer is chartered by Atlantic Yacht Club for races.

Steamer Continental
will not attend the Naval Parade as advertised owing to slight accident to her machinery, which will prevent her sailing. All tickets purchased will be redeemed at office, Pier 25, East River, New York.

International Yacht Races.
MONTAUK STEAMBOAT CO.'S STEAMER
"MONTAUK"

WILL LEAVE PIER 13, E. R., (NEAR WALL ST.,) ON DAYS OF THE RACES AT 11:00 A. M.

TICKETS FOR EACH RACE $3.00.

SALE LIMITED TO 500.

On sale at 120 B'way, 950 B'way, 1,313 B'way, Astor House ticket office, 43 West 125th St.; ticket office foot New Chambers St. and foot 34th St., E. R.; Pier 13, E. R., N. Y.; Flatbush Av. Station, Bedford Station, (Franklin Av.;) East New York, 353 Fulton St., and 113 B'way, Brooklyn.

AGENTS WANTED.

Why Not Make $50 Per Week?

Salesmen are making $50 to $75 a week with our beautiful new panoramic albums, "Fighting in the Philippines" and "Our New Possessions"—YOU can easily do so. Each album contains 160 magnificent, large photographic reproductions of stirring, pathetic and humorous scenes of camp and battlefield, portraits of prominent war heroes, native pictures, noted points of interest, scenery, etc. Thomas M. Anderson, Brigadier General U. S. A., says: "The engravings are both faithful and picturesque." Heavy, ivory-finish paper; handsome covers; exquisite works of art. One man sold 150 first day—EVERYBODY buys it; GENEROUS COMMISSION. One complete album, (paper cover,) 12 cents; both albums, 20 cents; cloth binding, 35 cents each; both, 60 cents. Order NOW; don't waste time in correspondence; money refunded if not absolutely satisfactory. Catalogue free. Manuscripts promptly examined.

F. TENNYSON NEELY, Publisher
114 Fifth Ave., New York

BANKRUPTCY NOTICES.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—FREDERIC K. HORLING, Bankrupt.

Notice is hereby given that Frederic K. Horling, bankrupt, has filed his petition, dated September 26th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, October 11th, 1899, at 10:30 A. M., and then and there show cause, if any there have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt theron.

PETER B. OLNEY, Referee.
New York, Sept. 28, 1899.

UNITED STATES DISTRICT COURT FOR THE Southern District of New York.—PHILIP KRULEWITCH, Bankrupt.

Notice is hereby given that Philip Krulewitch, bankrupt, has filed his petition, dated September 5th, 1899, praying for a discharge from all his debts in bankruptcy, and that all creditors and other persons are ordered to attend at the hearing upon said petition before the Hon. Addison Brown, United States District Judge, in the United States Court House and Post Office Building, in the City and County of New York, on Wednesday, October 11th, 1899, at 10:30 A. M., and then and there show cause, if any they have, why the prayer of said petitioner should not be granted, and also attend the examination of the bankrupt thereon.

PETER B. OLNEY, Referee.
New York, Sept. 28, 1899.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.

In the matter of ISAAC ROTHSCHILD, SAMUEL ROTHSCHILD, and EMANUEL ROTHSCHILD, doing business as ROTHSCHILD BROTHERS, bankrupts.—In bankruptcy.

To the creditors of Isaac Rothschild, Samuel Rothschild, and Emanuel Rothschild, doing business as Rothschild Brothers, of New York, in the County of New York and district aforesaid, bankrupts:

Notice is hereby given that on the 16th day of August, A. D. 1899, the said Isaac Rothschild, Samuel Rothschild, and Emanuel Rothschild were duly adjudicated bankrupts; and that the first meeting of creditors will be held at the office of Peter B. Olney, Referee, 31 Nassau St., New York City, on the 12th day of October, A. D. 1899, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

PETER B. OLNEY,
Referee in Bankruptcy.
New York, Sept. 28, 1899.

SURROGATE NOTICES.

AUZE, MARGARET.—The People of the State of New York, by the grace of God free and independent, to Earleston Brown, Jr., Harry D. Brown, Walter J. Brown, Annie M. Brown, Daisy Brown, James S. Deas, Adele Fountaine, Fanny Deas, Alice English, Mary Portis, Daniel E. Huger, Isabella M. H. Warley, Emma M. H. Frost, Edmund D. Huger, Charles L. Huger, Ruth D. Huger, Sylvena D. Huger, Meta D. Huger, Mary S. Brown, and William E. Huger, heirs and next of kin of MARGARET AUZE, deceased, send greeting:

Whereas, Mary D. Huger of the City of New York has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing, relating to both real and personal property, duly proved as the last will and testament of Margaret Auze, late of the County of New York, deceased, therefore, you and each of you are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 10th day of October, one thousand eight hundred and ninety-nine, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York at said county, the 14th day of August, in the year of our Lord one thousand eight hundred and ninety-nine.

J. FAIRFAX McLAUGHLIN,
[L. S.] Clerk of the Surrogate's Court.
au25-1aw6wF

BAILEY, ELLENE A.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, dated September 25, 1899, notice is hereby given to all persons having claims against ELLENE A. BAILEY, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 256-257 Broadway, Borough of Manhattan, in the City of New York, on or before the first day of April next.—Dated New York, the 27th day of September, 1899.
OSCAR F. GUNZ, Executor.
ANDERSON PRICE, Attorney for Executor, 80 Broadway, New York City. s29-1aw6mF

CRARY, CHARLES.—The People of the State of New York, by the grace of God free and independent, to Thankful M. Jennings, Sandford A. Seamans, and Rial M. Denison, as executors of the last will and testament of Mary C. Seamans, deceased; Julia Buckland, Arabella B. Ferris, Helen B. Crary, as administratrix, &c., of Arabella Crary, deceased; Nellie C. Denison, Zada Crary, Emily C. Jamieson, Bessie Crary Myers, Charles Crary, Sarah C. Perrigo, (now Whitlock,) Minnie F. Sandford, Hattie Parker Millington, Sarah J. Ogden, George W. Crary, William P. Crary, Lewis Fergason, Gertrude W. Jennings, as executrix, &c., of Sarah Underhill, sole executrix of Charles B. Jennings deceased; Lillian C. Barkley, Frederick Barkley, individually and as executor of the last will and testament of Mary B. Crary, deceased; Florence M. McKie, (now Brash,) Catharine W. McKie, Helen D. C. Denison, Mabel McLaren, Edith S. Hall, Joanna Mathews, Gertrude Mathews, Sarah Mathews, Elizabeth Mathews, Carrie Sargent, Charles Crary Corbett, a minor under the age of fourteen years; Mary E. Corbett, the mother of said minor Charles Crary Corbett, and the person with whom he resides; Charles Hanson, a minor under the age of fourteen years; Gertrude Hanson, a minor under the age of fourteen years, and Henry J. Hanson, the father of said minors Charles Hanson and Gertrude Hanson, and the person with whom they reside, and to all persons interested in the estate of CHARLES CRARY, late of the County of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogates' Court of said county, held at the County Court House, in the County of New York, on the 10th day of November, 1899, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Elmer A. Darling and Isaac N. Mills, as testamentary trustees under the last will and testament of said deceased, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogates' Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, the 14th day of September, in the year of our Lord one thousand eight hundred and ninety-nine.

J. FAIRFAX McLAUGHLIN,
[L. S.] Clerk of the Surrogate's Court.
s22-1aw6wF&n3

GADE, HENRY.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against HENRY GADE, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 340 Broome Street, in the City of New York, on or before the 20th day of October next.—Dated New York, the 12th day of April, 1899. WILLIAM F. GAFE, Executor. ASHBEL P. FITCH, Attorney for Executor, 32 Nassau Street, New York City. ap14-1aw6mF

CLIFFORD, MARY.—The People of the State of New York, by the grace of God free and independent, to James Joseph Clifford, Thomas Patrick Clifford, Clara Agatha Clifford, and Mary Ann Noelle, heirs and next of kin of MARY CLIFFORD, deceased, send greeting:

Whereas, Edward Bell of the City of New York has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing relating to both real and personal property, duly proved as the last will and testament of Mary Clifford, late of the County of New York, deceased, therefore you and each of you are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 18th day of October, one thousand eight hundred and ninety-nine, at half past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, at said county, the 25th day of August, in the year of our Lord, one thousand eight hundred and ninety-nine.

J. FAIRFAX McLAUGHLIN,
[L. S.] Clerk of the Surrogate's Court.
s1-1aw6wF

CONLON, JOHN P.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN P. CONLON, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Lewis S. Goebel, his attorney, No. 41 Park Row, in the City of New York, Borough of Manhattan, on or before the 15th day of February next.—Dated New York, the 26th day of July, 1899. MICHAEL J. DWYER, Temporary Administrator of the estate of JOHN P. CONLON, deceased. LEWIS S. GOEBEL, Esq., Atty. for Temporary Administrator, No. 41 Park Row, New York City Borough of Manhattan. a4-1aw6MF

DUNDON, ARTHUR H.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ARTHUR H. DUNDON, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of Elbridge G. Duvall, Esq., No. 141 Broadway, in the City of New York, on or before the seventh day of October next.—Dated New York, the sixth day of April, 1899. EVA B. DUNDON, Executrix. ELBRIDGE G. DUVALL, Attorney for Executrix, 141 Broadway, N. Y. City. ap7-1aw6mF

HARDENBERGH, EMILY IRENE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against the estate of EMILY IRENE HARDENBERGH, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, viz., the office of Vernon M. Davis, No. 220 Broadway, in the City of New York, on or before the tenth day of January next.—Dated New York, the first day of July, 1899. HENRY J. HARDENBERGH, FRANK M. BARNUM, Executors. VERNON M. DAVIS, Attorney for Executors, 220 Broadway, Borough of Manhattan, City of New York. je30-1aw6mF

PONVERT, LOUIS J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against LOUIS J. PONVERT, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of Lawrence & Hughes, No. 120 Broadway, in the Borough of Manhattan, City of New York, on or before the 26th day of February next.—Dated New York, the 12th day of August, 1899. AMY K. PONVERT, Executrix. LAWRENCE & HUGHES Attys. for Executrix, 120 Broadway, Borough of Manhattan, New York City. au25-1aw6mF

RUNK, ELIZABETH P.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ELIZABETH P. RUNK, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the fifteenth day of November next.—Dated New York, the 12th day of April, 1899. CHARLES A. RUNK, Executor. CHARLES B. HART, Esq., Atty. for Executor, 31 Nassau St., N. Y. City. ap14-1aw6mF

SCHOLLE, JACOB.—The people of the State of New York, by the grace of God free and independent, to Melville J. Scholle, Gustave Scholle, Albert H. Scholle, Florentine S. Sutro, Pauline S. Bier, Mildred Scholle, Robert Scholle, Adolph H. Scholle, Florence S. Sutro, Gertrude Scholle, Lionel Sutro, and Florentine S. Sutro, the executor and executrix of the last will and testament of Getta Scholle, Montefiore Home for Chronic Invalids, United Relief Works of Society of Ethical Culture, Mt. Sinai Hospital, Hebrew Benevolent and Orphan Asylum, Home for Aged and Infirm Hebrews, San Francisco Hebrew Orphan Asylum, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogate's Court of said county, held at the County Court House in the City of New York, on the 18th day of October, 1899, at half-past ten o'clock in the forenoon of that day, then and there to attend the judicial settlement of the account of Martin Herman, Melville J. Scholle, and Albert M. Scholle, as executors of the last will and testament of JACOB SCHOLLE, deceased, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, the seventh day of August, in the year of our Lord one thousand eight hundred and ninety-nine.

J. FAIRFAX McLAUGHLIN,
[Seal.] Clerk of the Surrogate's Court.
KURZMAN & FRANKENHEIMER, Attorneys for Petitioners, 20 Broad St., New York City. au18-1aw6wF&s29

TAYLOR, JEANNE L.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JEANNE L. TAYLOR, late of the County of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Frayer, Smith, White & Seaman, No. 141 Broadway, in the City of New York, on or before the 10th day of December next.—Dated New York, the 8th day of June, 1899.—MORTON J. TAYLOR, Executor, &c. FRAYER, SMITH, WHITE & SEAMAN, Attorneys for Executor, 141 Broadway, Borough of Manhattan, City of New York. je9-1aw6mF

WALLACE, THOMAS.—In pursuance of an order of Hon. James M. Varnum, a Surrogate of the County of New York, notice is hereby given to all persons having claims against THOMAS WALLACE, late of the County of New York, deceased, to present the same, with vouchers thereof, to the undersigned, at her place of transacting business, No. 220 Broadway, in the City of New York, Borough of Manhattan, on or before the 17th day of October next.—Dated New York, the 6th day of April, 1899. MARY WALLACE, Administratrix. JOHN DELAHUNTY, Attorney for Administratrix, No. 220 Broadway, New York City, Borough of Manhattan. a7-1aw6mF

REFEREES' NOTICES.

SUPREME COURT, COUNTY OF NEW YORK.—HENRY HERRMANN, plaintiff, against MORITZ WEISSKOPF et al., defendants.

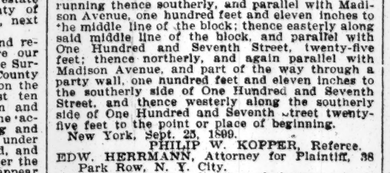
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, and bearing date the 25th day of September, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 18th day of October, 1899, at 12 o'clock noon, on that day, by Samuel Goldsticker, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building and improvements thereon erected, situate, lying, and being in the said Borough of Manhattan, City of New York, bounded and described as follows: Beginning at a point on the southerly side of One Hundred and Seventh Street, distant one hundred feet easterly from the corner formed by the intersection of the southerly side of One Hundred and Seventh Street and the easterly side of Madison Avenue; running thence southerly, and parallel with Madison Avenue, one hundred feet and eleven inches to the middle line of the block; thence easterly along said middle line of the block, and parallel with One Hundred and Seventh Street, twenty-five feet; thence northerly, and again parallel with Madison Avenue, and part of the way through a party wall, one hundred feet and eleven inches to the southerly side of One Hundred and Seventh Street, and thence westerly along the southerly side of One Hundred and Seventh Street twenty-five feet to the point or place of beginning.

New York, Sept. 25, 1899.

PHILIP W. KOPPER, Referee.
EDW. HERRMANN, Attorney for Plaintiff, 38 Park Row, N. Y. City.

The following is a diagram of the property to be sold; its street number is 54 East One Hundred and Seventh Street.



107th Street.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $2,868.00, with interest thereon from the 8th day of September, 1899, together with costs and allowance amounting to $314.97, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $21,000.00 accrued taxes and interest.—Dated New York, 25th day of September, 1899.

PHILIP W. KOPPER, Referee.
s27-2aw3wW&F&oc18

REFEREES' NOTICES.

NEW YORK SUPREME COURT, COUNTY OF New York.—JOHN G. HADDEN, Plaintiff, against CAROLINE HADDEN et al., defendants.

In pursuance of an interlocutory judgment of partition and sale duly made and entered in the above-entitled action, and bearing date the 9th day of June, 1899, I, the undersigned referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, in the City of New York, on the 11th day of October, 1899, at 12 o'clock noon on that day, by William M. Ryan, auctioneer, the premises located in the County of New York, and directed in the said judgment to be sold, and therein described as follows:

First Parcel.—All that certain lot, piece, or parcel of land situate, lying, and being on the westerly side of West Broadway, (formerly South Fifth Avenue and Laurens Street,) in the Eighth Ward of the Borough of Manhattan, in the City of New York, in the County of New York, and being located in Block 516 in Section 2 on the land map of the said borough, and bounded, described, and containing as follows: Beginning at a point on the westerly side of West Broadway, distant one hundred and twenty feet northerly from the corner formed by the intersection of the northerly side of Prince Street with the westerly side of said West Broadway, and running thence westerly and parallel with Prince Street seventy-five (75) feet; thence northerly and parallel with West Broadway twenty-five (25) feet; thence easterly and again parallel with Prince Street seventy-five (75) feet to said West Broadway; and thence southerly along said West Broadway twenty-five (25) feet to the point or place of beginning, be the said several distances more or less. Also being the same premises now commonly known as Number four hundred and fifty-six (456) West Broadway.

Second Parcel.—All that certain piece or parcel of land situate, lying, and being in the Ninth Ward of the Borough of Manhattan, in the City of New York, in the County of New York, being located in Block 586, Section 6 on the land map of the said borough, commencing at a point on the southerly line or side of Leroy Street, (formerly Burton Street,) distant two hundred and forty-three feet and nine inches westerly from the southwesterly corner of Leroy Street and Bleecker Street, and running thence southerly, parallel with Bleecker Street eighty feet; thence westerly, parallel with Leroy Street, eighteen feet nine inches; thence northerly, again parallel with Bleecker Street, eighty feet to Leroy Street; and thence along Leroy Street in an easterly direction eighteen feet nine inches to the place of beginning; being the same premises now known as Number twenty-six (26) Leroy Street.—Dated New York, September 16, 1899.

FRANCIS C. CANTINE, Referee.
SMITH & BOWMAN, Plaintiff's Attorneys, 38 Park Row, New York City.

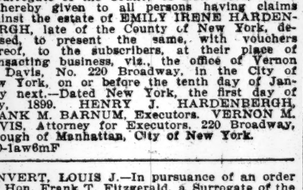
A. I. HENTHORN, Attorney for Defendants Caroline Hadden et al., 38 Park Row, New York City.

H. MELVILLE WALKER, Attorney for Defendants Emma A. Reed et al., 280 Broadway, New York City.

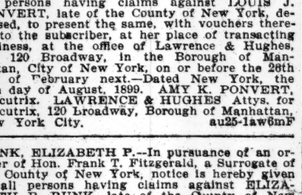
SAYERS & GILLESPIE, Attorneys for Louie Belle Leaycraft et al., 56 Pine Street, New York City.

The following are the diagrams of the properties described in the foregoing notice:

FIRST PARCEL
Houston Street.



Prince Street.
SECOND PARCEL.
Leroy (No. 26) Street.



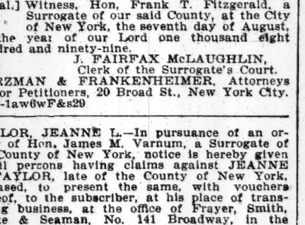
s19-2aw3wTu&F&o10

SUPREME COURT, COUNTY OF NEW YORK.—ROSE T. MOSHER, plaintiff, against CHARLES F. DONNELLY and AGNES T. DONNELLY, his wife, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action and bearing date the 15th day of September, 1899, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 13th day of October, 1899, at 12 o'clock noon on that day, by Peter F. Meyer, Auctioneer, the premises directed by said judgment to be sold, and therein described as follows: All those certain lots, pieces, or parcels of land, situate, lying, and being at Fordham, in the Borough of the Bronx, in the City of New York, being lots known and designated by the Numbers 120, 121, 122 on a map entitled "Map of property belonging to S. Cambreleng and others, situate at Fordham, in the township of West Farms, Westchester County, New York, made by Rudolph Ross, Surveyor," dated May 12th, 1871, and filed in the office of the Register of the County of Westchester, bounded and described as follows: Beginning at a point on the easterly side of Cambreleng Avenue as laid down on said map distant one hundred and fifty-seven feet two inches southerly from the southeasterly corner of said Cambreleng Avenue and Union (now Pelham) Avenue, and running thence easterly and at right angles to the easterly side of Cambreleng Avenue and along the southerly boundary line of Lot Number 123 on said map, one hundred feet; thence southerly parallel, or nearly so, with the easterly side of Cambreleng Avenue and along the westerly boundary line of Lots Numbers 135, 136, and 137 on said map seventy-five feet; thence westerly at right angles to the easterly side of Cambreleng Avenue and along the northerly boundary line of Lot 119 on said map, one hundred feet to the easterly side of Cambreleng Avenue, and thence northerly along Cambreleng Avenue seventy-five feet to the point or place of beginning. Said Cambreleng Avenue being now known as Belmont Avenue. Being the same premises conveyed by deeds recorded in Liber 1898 of Conveyances, Page 315, and in Liber 1987 of Conveyances, Page 239.—Dated New York, September 15th, 1899. GEORGE LANDON, Referee.
ANDREW J. PROVOST, Attorney for Plaintiff, 7 Beekman St., Borough of Manhattan, New York City.

The following is a diagram of the property to be sold:

Pelham (late Union) Ave.



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $2,466.75, with interest thereon from the 15th day of September together with costs and allowance amounting to $175.70, together with the expenses of the sale. The approximate amount of the taxes, assessments, and water rates or other liens to be allowed to the purchaser out of the purchase money, or paid by the referee, is $58.30 and interest.—Dated New York, 15th day of September, 1899.

GEORGE LANDON, Referee.
s20-2aw3wW&F&o13

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight

Palatial Day Steamers "New York" and "Albany."
Fastest and finest river boats in the world.
DAILY, EXCEPT SUNDAY.
For the Catskills, Albany, Saratoga, and all points East, North, and West.
Leave Brooklyn, Fulton St.; (by Annex,) 8:00 A.M.
" Jersey City " 8:40 "
" West 22d St. Pier 9:00 "

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson, and Albany. Through tickets on sale at leading ticket offices, including those of the New York Transfer Co., who check baggage from residence to destination.

CONCERTS MORNINGS & AFTERNOONS.
TAKE this trip FRIDAY. DOWN BOAT will pass WAR FLEET about 5 P. M.

THE NEW ROUTE
TO NEW HAVEN, PROVIDENCE, AND BOSTON.
NEW HAVEN LINE.
NARRAGANSETT BAY LINE.

Steamers daily, Sundays excepted, from Pier 25, East River, for NEW HAVEN at 4 P. M. and 12 midnight.

For PROVIDENCE at 4 P. M.

Timely train connections made at New Haven for Meriden, Hartford, and Springfield, and at Providence for BOSTON and all points East. Fine orchestra on Bay Line steamers.

HUDSON RIVER STEAMER MARY POWELL. Leaving Desbrosses St. 3:15 P. M., West 22d St., 3:30 P. M., on Saturday, Sept. 30th, on account of land parade will leave Desbrosses St. 4:15 P. M., W. 22d St. 4:30 P. M., for CRANSTON, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, RONDOUT, and KINGSTON. MUSIC.

Albany Evening Line

Steamers ADIRONDACK and DEAN RICHMOND leave Pier 32 N. R., foot Canal St., at 6 P. M. daily. (Sundays excepted.) connecting with express trains for all points North, East, and West.

Catskill, Hudson and Coxsackie Boats

Leave foot of Christopher Street every week-day at 6 P. M.

TRAVELERS' GUIDE—SHIPPING.

CANADIAN PACIFIC RAILWAY.
Intended steamship sailings from Vancouver.
JAPAN, CHINA, and PHILIPPINE ISLANDS
EMPRESS OF INDIA.....Oct. 9, Jan. 1.
EMPRESS OF JAPAN.....Nov. 6, Jan. 29.
EMPRESS OF CHINA.....Dec. 4.
HAWAIIAN ISLANDS and AUSTRALIA.
AORANGI.....Oct. 20 MIOWERA.....Nov. 17
For rates apply 353 Broadway and 65 Wall St.

TRAVELERS' GUIDE—SHIPPING.

UPHELD IN BRIGGS CASE

Bishop Potter's Position Approved in the Diocesan Convention.

SOCIETY BLAMED FOR DIVORCE

Declared to be Easily a Leader "in the Melancholy Work of Corruption" and Sunday Desecration.

The Episcopal Diocesan Convention voted yesterday to sustain Bishop Potter for his action in the ordination of the Rev. Dr. Charles A. Briggs in re-electing by an overwhelming vote the Standing Committee of the Church which had recommended Dr. Briggs as a candidate for holy orders. The opposition, or High Church party, whose defeat had been certain despite the claims of several of its foremost advocates, accepted its reverse gracefully, said not a word in convention in reference to the controversy, but inwardly, it is said, determined to keep up the fight against the "heresies" alleged to be at work in the Church and bring the matter up again at the next convention. Some two or three of the High Churchmen outlined this policy for future action, but none went on record yesterday as giving public utterance to this idea.

The vote against the High Church people was as three to one, and after the final adjournment of the convention the Rev. Dr. Thomas R. Harris, one of the committee elected, laughingly conceded that the opposition had polled more votes than his side had expected. Dr. Briggs was present, and appeared greatly pleased when the result was announced. He left the church soon afterward.

Another and important feature of the convention was the severe arraignment made by the Divorce and Marriage Committee of the people of wealth and position, whom the report designated as "easily leaders in the melancholy work of corruption." The report and an indorsement of Bishop Potter's address on divorce and modern tendencies toward immorality were unanimously adopted, and caused quite as strong an impression as the remarks of the Bishop made the day before.

The election was held under the Australian ballot system in the morning, and the result announced at the afternoon session. According to the Church's rules, it was necessary for the clericals and laymen to vote repeatedly.

RESULT OF THE ELECTION.

The following were the nominations, the first figures being the clerical vote, and the second the lay vote: Clericals—the Rev. Dr. Octavius Applegate, 132—81; the Rev. Dr. John W. Brown, 77—18; the Rev. Dr. Morgan Dix, 186—95; the Rev. George W. Ferguson, 57—13; the Rev. William Grosvenor, 6—3; the Rev. Dr. Thomas R. Harris, 133—82; the Rev. Dr. J. Lewis Parks, 7—1; the Rev. Dr. Thomas Richey, 55—14; the Rev. Dr. J. S. Shipman, 118—74. Lay—William Bispham, 59—18; S. Nicholson Kane, 131—80; Capt. A. T. Mahan, 25—5; George Maccullough Miller, 159—86; Henry Lewis Morris, 6—4; Justice Alton B. Parker, 52—15; Prof. J. Howard Van Amringe, 52—17; H. C. Von Post, 132—77; Andrew C. Zabriskie, 20—9; George Zabriskie, 126—70.

The clericals cast 195 votes, with two defective, and the lay members, 97 votes, 6 defective. Just before the voting a letter was read by Dr. Lewis Townsend, from Capt. Mahan, withdrawing his name. Mr. Miller was substituted. As will be seen, the ticket elected is as follows: Clericals—Dr. Dix, Dr. Applegate, Dr. Harris, Dr Shipman; Lay—Mr. Miller, Mr. Kane, Mr. Von Post, and Mr. George Zabriskie, four being chosen on each side.

The old Federate Counsel was re-elected.

The report and resolutions drawn up by Dr. Dix, the chairman of the committee, are as follows:

The committee are glad that the Bishop has now laid his hand upon two of the gravest evils of the hour. The desecration of the Lord's Day, carried to wider extremes of license, is threatening the integrity of this people as a God-fearing nation. The steady spread of loose views as to the stability of the marriage contract, and the reckless ease with which the relations of married people are dissolved by divorce, are similarly threatening the existence of the family and the home. We believe that there are no two points to which our chief pastor could more seasonably have pointed the finger of warning; we wish that his impressive words might be read and heard by every member of the church in this diocese and seriously laid to heart.

The Lord's Day was intended to be a time of refreshing for body and soul; a day of rest from toil; a day whereon to give God due honor in His Church; a day for seasonable recreation.

In all these relations its purpose has been forgotten and its blessing lost. There is a wide neglect of public worship; there is a growing tendency to turn this day into a time for mere secular amusement and dissipation. Our youth deny an obligation to go to church; they go if they please, but if not it makes no difference; a large number never appear there.

The day is devoted to bicycle riding, excursions, golf, tennis; in the evening the latest scandal is given by large dinners and social receptions, with music and other delights; all idea of religious duty or observance is lost. God listens for the voice of man in praise, prayer, and worship, but listens in vain. Judgment must follow an offense such as this; on the complete banishment of religious action from the once sacred day, and its prostitution to the purposes of diversion, amusement, and social dissipation.

CONDEMNATION OF SOCIETY.

No nation has ever stood secure which deliberately broke the Fourth Commandment and left God without one day in seven to call His own. And the class which has done the most to desecrate the day by frivolousness and gay looseness of living is that one which, by conspicuous social position, wealth, and opportunity, might have thrown the heaviest weight into the scale on the side of orderly living and respect for the divine institution. The fashionable classes, as they are called, are easily leaders in the melancholy work of corrupting the morals of the community and the manners of the age.

In the fatal drift on the way towards a general unfolding of the marriage bond we have reached a point at which men and women are looking about with amazement, and with the wish to know what can be done to avert a dire and wide calamity. Divorces multiply; the facilities for separation are liberally afforded; the circumstances under which the marriage bond is dissolved render the process more and more offensive; in many instances shame would seem to have fled, and the reckless ease and the sense of duty to have become extinct. Men and women outrage the divine law, and render themselves liable to prosecution and punishment under our human statutes; they easily obtain the dissolution of the ties by which they were bound by mutual promise and vow; they proceed with as little delay as possible to enter into new relations contrary to God's Word, and stigmatized as adulterous by our Lord Jesus Christ; and yet these offenders are permitted to retain their place in the circles in which they move; their actions, though criminal in the eye of the law and the judgments of the courts, are condoned in society, and they are accepted as in good standing and beyond reproach.

Families are broken up, homes ruined under frivolous pretenses or at the dictate of lawless passion, yet it is assumed that these things should be left to the individual as his or her personal concern, and not the concern of the social circle in which they move, and feeble, if any, opposition is made to the exoneration and full rehabilitation of offenders whose acts merit the reproof of just and honorable men.

These sins against human and divine law are not committee only by the low, degraded, and the ignorant; they are most conspicuously manifest in the case of what are known as the higher classes; persons erecting to themselves the character of social leaders have been among the most reckless in contempt for obligation and duty, and most flagrant among the offenders against God and Christian institutions. While it is a deplorable fact that their associates and companions in the very class which might and ought to exert a salutary influence in frowning on transgression and trying to keep society pure appear to take their part, and even to justify and applaud their conduct. We are reaching a point at which alarm is daily growing greater, and disgrace and indignation are more widely felt; a point at which the opinion is gaining ground, to which the Bishop has referred, that legislation is advisable which shall prohibit the remarriage of divorced persons under any circumstances whatever.

GRATEFUL TO THE BISHOP.

We are, therefore, thankful that the Bishop of New York has called the attention of the clergy and laity of the diocese to our danger—a danger which increases. Legislation on this subject may be useful in this connection; but, if taken, it must be taken by the General Convention. A joint commission, composed of Bishops, clergy, and laity, has under consideration the canons relating to marriage and divorce; a committee of clerical and lay deputies is similarly engaged in an effort to devise means for the more effectual protection of our families and homes. The prayers of the people should daily ascend to God, that He will give wisdom and understanding to our church legislators, and light to see what they should do. But it must be felt, by all, that legislation will prove of little avail, unless the conscience and heart of the people can be touched; that the evil lies in the unruly wills and affections of sinful men and sinful women; there, after all, must the reform begin; and if it do not begin there and proceed thence, there is little hope in canons and laws.

Your committee, profoundly impressed by the danger signals of these times, and grateful to the Bishop for his strong words and valuable suggestions, offers for adoption the following resolutions:

Resolved, That the thanks of the clergy and laity of this diocese be given to their Bishop, for his utterances on the subject of the Lord's Day and the ordinance of holy matrimony.

Resolved, That it is the desire of the committee that the attention of all of our people should be called to the portion of the address which was referred to us.

Resolved, That we view with sorrow and fear the wide decay in the observance of the Lord's Day, and the sacred times and seasons of the Christian year.

Resolved, That we regard with similar dread and sadness of heart the decay of the idea of the sanctity of marriage and the ease with which the marriage tie is dissolved.

Resolved, That it be respectfully suggested to the clergy of this diocese that they call the attention of their congregations, at such time or times as may be suitable, to the recent counsels of the Bishop, in these parts of his address relating to the Lord's Day and holy matrimony, adding thereto their own counsel and advice on these unspeakably important subjects.

The report is signed by Dr. Morgan Dix, Dr. W. R. Huntington, Dr. J. L. Parks, Dr. D. H. Greer, Prescott Evarts, G. M. Miller, George Zabriskie, Francis L. Stetson, and Col. William Jay.

After the report was read, the Rev. Dr. Thomas Richey, although a leader of the High Church faction, made a brief address, in which he upheld certain light forms of recreation for the Sabbath, counseling more liberality for the day than the report of the committee implied. Sunday, he held, was a day of rest and enjoyment in a godly way. He referred to some of the amusements cited in the report to be tabooed, and said that if a golf enthusiast must play golf on the Sabbath, it must be done solely with the idea of rest and recreation, but the caddy, the doctor said, earnestly, must be employed with the idea that he was in nowise employed in labor. Attendance at church he earnestly upheld. The Rev. Dr. Greer, a Broad Churchman, followed, and held that Sunday should be rigidly observed.

DR. HARRIS ON THE VOTE.

After the convention had adjourned, the Rev. Dr. Harris, in referring to the election of the Standing Committee, said:

"High Church and Broad Church principles have nothing to do with this election. The issue at hand is simply that of upholding the action of the committee in the Briggs affair. Many of the clergy who are opposed to the views of Dr. Briggs voted to re-elect the old committee and sustain it, holding that its independence should not be questioned. I must say, though, that the opposition polled more votes than we really expected."

The Rev. Dr. C. H. Snedeker, assistant at St. Bartholomew's, who was ordained with Dr. Briggs, said: "There is no bitterness in this contest, notwithstanding all that has been said. The discussion is only one as to the true faith."

It was said by several that Bishop Potter's views on Sunday observance and marriage and divorce had largely appeased many of those in opposition to him.

GROWTH OF PRESBYTERIANISM.

The Alliance Learns that the World's Congregations Now Aggregate Nearly 25,000,000 People.

WASHINGTON, Sept. 28.—Interest at the first session to-day of the Pan-Presbyterian Alliance was centred in a statistical report presented by the Rev. Dr. G. D. Mathews, General Secretary, and in a paper on "The History of the Work of the Alliance for the First Quarter Century," prepared and read by Secretary Mathews.

The statistical report showed that the Alliance represents about 5,000,000 actual communicants throughout the world and attending congregations aggregating nearly 25,000,000 people. Dr. Mathews pointed out that, of the communicants, 1,000,000 speak the Continental languages of Europe, Asia, and Africa, while about 4,000,000 speak the English language. To this fact Dr. Mathews directed particular attention, as he felt it indicated that the Church was either bound up with the English language or the language with the Church, imposing, in either event, serious responsibility upon the Church.

In the course of his report Dr. Mathews said:

"The one point to be noticed is that, notwithstanding all adverse changes reported, the aggregates show increase all along the line. We have more ministers, more congregations, more elders, more church members, more children under Sabbath school instruction than ever before, with much larger sums of money contributed for home and foreign Christian work."

Samuel Smith of London, England, presented a paper on "The Gradual Growth of Sacerdotalism in Doctrine and in Teaching in England." Mr. Smith is a member of the British Parliament. His paper was accorded the closest attention by the conference, and at its conclusion he was warmly applauded. He proposed a resolution that the Alliance deplore the spread of sacerdotalism and sacramentalism in England, which was referred to the Business Committee.

The afternoon session was devoted to a discussion of "The Duties of the Office Bearers in the Presbyterian and Reformed Churches."

BENTLEY FAMILY DISPUTE.

Papers Filed in Chancery to Settle Claims to Mortgage Interest.

Papers were filed in Chancery at Jersey City yesterday in an interesting suit, in which several members of the Bentley family, prominent in social circles, are interested. Peter Bentley, the founder of the family, died thirty years ago. He left, among other securities, a mortgage of $100,000, the security being property owned by the United Railroads of New Jersey. In his will he directed that the income from this mortgage be paid to Mrs. Margaret Bentley, his widow, and at her death to his son Peter Bentley, and his daughter, Mrs. Thomas H. Tower. Young Bentley died seven years ago, leaving a widow. Owing to family dissentions his estate passed into the hands of a receiver. Mrs. Margaret Bentley died on July 28 last, and the October interest on the mortgage is now due. Mrs. Emma Bentley claims half the interest, but Mrs. Tower disputes her claim.

The Pennsylvania Railroad Company, which assumed the mortgage when it leased the roads of the United Companies, declines to pay the interest until a legal decision can be had, so that all claims to the mortgage shall be finally determined. To this end a friendly suit has been instituted. The case will probably be heard next Monday.

The Continental Injured.

The New Haven Line steamboat Continental was towed into the iron works, at East Twenty-first Street, yesterday afternoon for repairs. She broke her walking beam off City Island two hours after she had left her pier Thursday night. The Captain, A. M. Hardy, put into City Island, and the eighty passengers of the Continental were put on board the C. H. Northam as she passed down yesterday morning for this city. The officials deny that there was any panic. It will take two weeks to put the Continental in repair. She was advertised for the Dewey parade. The persons who purchased tickets will have their money returned.

New Chaplain for the 47th Regiment.

The Rev. Dr. John F. Carson, pastor of the Central Presbyterian Church, at Marcy and Jefferson Avenues, Brooklyn, has accepted the Chaplaincy of the Forty-seventh Regiment. Dr. Carson received the appointment on Monday night, which was made by Col. Eddy, the commander of the regiment. He succeeds the Rev. Dr. John C. Adams of the Ross Street Presbyterian Church, who resigned. Dr. Carson is thirty-nine years of age, and was born in Philadelphia.

Suspect Leaps from a Fast Train.

ROCHESTER, N. Y., Sept. 28.—William Conapen, the alleged murderer of Horace Halpin of Barre, Orleans County, three weeks ago, was seen on a Rome, Watertown and Ogdensburg train near Charlotte last night, and was pointed out to the conductor. The train was running at forty miles an hour at the time, but Conapen, whose suspicions had been aroused, rushed to the rear platform and deliberately leaped from the train and escaped.

Tried to Incinerate Himself.

PHILADELPHIA, Sept. 28.—Peter J. Smith, aged twenty-nine years, went to Fairmount Park to-day, and after saturating his clothing with coal oil, applied a match to his apparel. He fought like a madman with two men who went to his assistance, but they finally extinguished the flames. Smith is in a hospital, and his recovery is doubtful. Religious mania is said to have prompted the deed.

Next Sunday's Times.

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Better bring your bed with you.

Covering for the head, feet, hands and body you can find here—man or boy.

STORES CLOSE AT NOON TO-DAY.

ROGERS, PEET & Co.

350 Broadway, cor. Leonard.
589 Broadway, cor. Prince.
Thirty-second and Broadway.

HOUSES WRECKED BY GAS

Man Killed and a Dozen Dwellings Damaged in East 56th Street.

EXPLOSION SHOOK THE BLOCK

Great Excitement Followed the Tremendous Shock, and the Panic Continued for Hours.

A man was killed, three houses were wrecked, and nearly a dozen others were damaged by an explosion of gas in East Fifty-sixth Street a few minutes before 8 o'clock yesterday morning. Fire followed the explosion, and it was nearly noon before the residents of the disturbed block recovered from the state of panic into which they were thrown by fear of further disasters. But for the fact that the two houses most seriously affected were untenanted the explosion undoubtedly would have been attended by serious loss of life.

The house in which the explosion occurred was No. 121, on the north side of the street, about midway between Park and Lexington Avenues. It was a three-story brownstone-front dwelling, owned by Fred W. Frischen, a wholesale tobacconist of 138 Maiden Lane. Mr. Frischen, accompanied by his wife and two young sons, went to Germany in June, and they are now returning on the steamship Kaiser Wilhelm der Grosse, due here next Tuesday. In the absence of the family the house was closed, but for the last three or four weeks employes of the firm of Schuler & Wibel of 201 East Sixtieth Street had been engaged in painting and decorating the interior. The work was to have been completed yesterday.

ENTIRE NEIGHBORHOOD SHAKEN.

About ten minutes before 8 o'clock yesterday morning Charles Schalk, an employe of Schuler & Wibel, entered the house to begin his day's work. His arrival was noticed by several residents of houses on the opposite side of the street, and about five minutes later the entire neighborhood was shaken by a tremendous explosion, followed almost immediately by several others of less violence. Some of the startled people in the neighborhood at first attributed the successive shocks to some part of the Dewey celebration, but they rushed into the streets, and were in time to see the covers of the coalholes on the sidewalks blown several feet into the air and pillars of flame shoot up to a height of several feet. As they watched they saw the front of the Frischen house from the second story to the area topple and fall. A great sheet of flame came out of the area and the basement of the building, but was smothered by the débris of the wall and stoop. Flames burst out almost simultaneously in the two houses on each side of the wrecked building.

The force of the explosion also blew out all of the rear wall of the Frischen house below the second story, filling the yard with heaps of brick, woodwork, and plaster, and burst the party walls on both sides. The house at No. 119 was occupied by Mrs. Annette Weinhill, a widow, with her daughter, twenty-one years old; her son, Clifford, aged seven, and a domestic, Mary Wright. The members of the family were in the dining room awaiting the serving of breakfast when the explosion occurred. A portion of the side wall fell into the dining room, but fortunately all of the occupants of the room escaped injury, as they were sitting near one of the front windows. If they had been at the breakfast table, undoubtedly all would have been killed or seriously injured. They rushed into the street, taking refuge in a house on the other side, and were followed by the servant, who saw the flames breaking out in the dining room as she ran past the door. No. 123, which was even more seriously damaged than Mrs. Weinhill's house, is the residence of Mrs. Mary Reed, formerly Principal of a school for girls in Fifty-third Street. Mrs. Reed and her family are in the country. The interiors of all three houses were wrecked, and the destruction of the Frischen residence was practically complete.

MANY WINDOWS BROKEN.

All the windows of the houses on East Fifty-seventh Street, in the rear of the scene of the explosion, from No. 112 to No. 120, were broken. At 122, 124, and 126 East Fifty-sixth Street considerable damage was done. The windows were shattered, and pieces of the iron railings and window bars of No. 121 were flung into the areas of these dwellings. No. 122 is occupied by Mrs. Fanlie Teepe, No. 124 by Mrs. Susan Davis, and No. 126 by Mrs. Harriet A. Lang. Mrs. Lang said that if she had remained in bed a little longer she would have been killed, as a big mass of rock and iron was blown through her second-story window, falling on the bed in which she had slept.

A well-dressed, middle-aged woman was passing on the south side of the street at the time of the explosion, and a piece of the gate of the Frischen premises, which was blown across the street, is said to have struck her in the side. She fell, and was helped by two citizens to the drug store at Park Avenue and Fifty-sixth Street. An ambulance soon arrived from Flower Hospital, but the woman refused to allow the surgeon to attend her, and she was driven home in a cab. She refused to give her name.

Capt. Freil of Engine Company 8 was the first of the firemen to arrive. Policeman Forney had sent in an alarm. Hook and Ladder 2 arrived, and Freil sent some of the men into No. 119 to get down into No. 121 through the scuttle and look for the workman, Schalk. Others entered the house by climbing over the wrecked stoop to the front door. The débris was too hot, however, and the explosions of gas were too constant to permit the men to dig for the body, and they confined their efforts to fighting the fire.

SEARCH FOR THE BREAK.

Several employes of the Consolidated Gas Company arrived soon after the explosion and began tearing up the street at different points on the block in an effort to get at the big main, a break in which evidently caused the disaster, so that the gas could be shut off. The great accumulation of gas, with the constantly recurring explosions, made the police entertain the fear that another large explosion might occur, and they established fire lines at the corners of Park Avenue and Lexington Avenue, shutting off the entire block. Then they ordered all the inmates of the houses from No. 125 to No. 131 inclusive to leave the buildings. This precaution led to a good deal of excitement among the residents and the great crowd of spectators which had gathered. Later in the day the occupants of all the houses were permitted to return, with the exception of Mrs. Weinhill's family.

The gas company's men finally succeeded in closing the broken main, and for the remainder of the day they were occupied in laying a temporary one on the other side of the street to supply the houses on the block pending permanent repairs. As soon as the flow of gas was stopped the firemen had no difficulty in quenching the flames, and at noon the body of Schalk was found buried under a heap of stones and brick in the area. The man's whiskers and hair were burned off and there were several cuts and bruises on his head, but the body was not badly mutilated. It was dressed in working clothes, for which the man had changed his street attire after entering the house. A box of matches was found near the body, from which it was thought that Schalk had lighted a match after changing his clothes. This act undoubtedly caused the explosion.

MR. WIBEL'S NARROW ESCAPE.

The body of the victim was taken to the East Fifty-first Street Police Station, where it was identified by William Wibel, one of Schalk's employers. It was then removed to the Morgue, where it will be examined by Dr. Hamilton Williams of the Coroners' office. Coroner Zucca will conduct the inquest. Mr. Wibel said that he narrowly missed sharing Schalk's fate. He was personally in charge of the work in the Frischen house, and was last there Wednesday afternoon at 5 o'clock, when there was no trace of escaping gas. He had intended to go to the house with Schalk yesterday morning, but was detained for a few minutes at his place of business, and was on his way down Third Avenue when the explosion occurred. Mr. Wibel said that the gas had been turned off at the meter all the time the family had been away, and that the gas which exploded must have come from the main in the street.

Emanuel Ikelheimer of 117 East Fifty-sixth Street said that there had been complaints all Summer of escaping gas on the block. Mrs. Weinhill also said that she had noticed an odor of gas at various times, and that it was particularly strong yesterday morning before the explosion. The employes of the Consolidated Gas Company said that no complaints had been made at the office, and were inclined to believe that the break in the main was of recent date. They said that this block had been regarded as a danger point since the building of a new sewer last Winter, and that the members of the family were in the dining room awaiting the serving of breakfast when the explosion occurred. A portion of the side wall fell into the dining room, but fortunately all of the occupants of the room escaped injury, as they were sitting near one of the front windows. If they had been at the breakfast table, undoubtedly all would have been killed or seriously injured. They rushed into the street, taking refuge in a house on the other side, and were followed by the servant, who saw the flames breaking out in the dining room as she ran past the door. No. 123, which was even more seriously damaged than Mrs. Weinhill's house, is the residence of Mrs. Mary Reed, formerly Principal of a school for girls in Fifty-third Street. Mrs. Reed and her family are in the country. The interiors of all three houses were wrecked, and the destruction of the Frischen residence was practically complete.

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ARRIVALS ON THE TEUTONIC.

The Kendals, P. D. Armour, Charles Russell, and Sir H. Burdette, K. C. B., Among the Passengers.

The White Star Line steamship Teutonic, which arrived at Quarantine Tuesday night, docked early yesterday morning. She met fine weather throughout the trip.

Perry Belmont was a passenger on the vessel. He boarded his yacht, the Santanella, and proceeded to Roslyn, L. I.

Philip D. Armour, another passenger, left the pier at once on the vessel's arrival and started for Chicago on the limited train. Mr. Armour went abroad in April, suffering from the effects of an attack of grip. He returned looking well, and he said that he had fully recovered his health. While abroad he staid in Manheim, Germany.

Mr. and Mrs. Kendal were met at the pier by Daniel Frohman. The other members of their company, which is constituted about as it was when last here, will arrive next week on the Germanic. The Kendals will open in Philadelphia Oct. 9, presenting "The Elder Miss Blossom," which has enjoyed a successful run in England. Then will follow an appearance in Boston, whence they will come to New York, opening at the Knickerbocker Theatre on Nov. 20 for a five weeks' run.

Mrs. Kendal said, laughingly, that when she looked at the illumination at Quarantine the preceding night and saw in great electric letters the words "Welcome home," she was delighted that her American friends had been so thoughtful, and felt quite cut up about it when she found that it was all for Dewey.

"We were so delighted to see the fleet and Olympia," she continued. "They present a magnificent spectacle. The people here are interested in other things now, and we shall come back after the excitement is over."

Charles Russell, son of England's Lord Chief Justice; Sir H. Burdette, K. C. B.; Halford Burdette, and Stephen E. Spring Rice, friends of Sir Thomas Lipton, arrived also on the Teutonic, as did J. Lawson Johnston and six members of his family, all friends, also, of Sir Thomas. Mr. Johnston's party later boarded his yacht White Ladye, which preceded him here.

Mr. Barrie, Sir Thomas Lipton's agent, met these two parties. Mr. Russell said that his father would hardly be able to come here, as he had expected. Regarding the yacht races he expressed the hope that the British yacht would win.

"We would like to get that cup," he said, "and we hope for the best."

Other passengers on the Teutonic were Mr. and Mrs. James A. Burden, Mr. and Mrs. J. C. Bancroft Davis, Elliot Danforth, Joseph C. Hendrix, David B. Sickles, and the Rev. L. K. Storrs.

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No greater variety of "correct" Suits for Men—$15 to $35.

No larger assemblage of Men's Overcoats—$15 to $32.

No new shade or weave that's in good taste has been omitted.

Golf Jackets and Vests, $6 to $12.
Sweaters, $3 to $5.
Fownes's Gloves, $1.50; Dent's, $1.85.
Underwear, $1 upward.
Novelties in Cravats, 50c. to $3.50.
Our $3.50 Umbrella is guaranteed for 1 year.
An Imported Derby, $4.

What we've said of Men's Clothes we say of Children's, too.

Prompt attention to post orders.

STORES CLOSED SATURDAY.

BROADWAY, Cor. 31st St.

Open Today: Closed Tomorrow.

It's Easy

for strangers in the city to know where to go for Clothes, Hats, Furnishings, Shoes, etc.

All they have to do is to take a newspaper, turn to the "ads" in big, black type offering "unheard-of bargains," take down the names of the firms, and then go somewhere else, as fast as ever they can run.

And if the best is none to good for them, they might try

Hackett, Carhart & Co.

Three BROADWAY Stores. | Cor. 13th St. Cor. Canal St. Near Chambers.

Ladies Novelty Neckwear.

The newest effects in dainty Chiffon, Liberty Silk, Taffeta, Crepe de Chine, Mousseline de Soie Ties, Jabots, Ruffs and Fancy made Pieces.

Special (On Centre Tables.)

Mull, Chiffon, Liberty Silk, Brussels Net, Taffeta & Crepe de Chine Ties ranging in price from

15c. to $5.50 Each.

John Daniell,
SONS & SONS,
Broadway, 8 & 9 Sts.

Refreshing.
Horsford's Acid Phosphate
A few drops added to half a glass water refreshes and invigorates.
Genuine bears name Horsford's on wrapper.

LEGAL NOTES.

ASSIGNEE FOR CREDITORS.—Fifteen years ago William Hamilton was appointed assignee for the creditors of George R. Smith, and, having entered upon the performance of the trust, carried on a flouring mill at Honeoye Falls, in Monroe County, which was included in the assigned estate. On the sale, in 1887, of this property, upon the foreclosure of a mortgage of $15,000 upon it, it was purchased by him, in his individual capacity, for $8,000. The entire assigned estate then in his custody was only $545.06. Since that time he had remained in undisturbed possession of the purchased premises and expended over $28,000 in improvements. In an action brought by Emily C. Smith, suing on behalf of herself and other creditors of George R. Smith, to require the assignee to account for the assigned property, including that claimed to be purchased by him, an interlocutory judgment of the Supreme Court, in Monroe County, in favor of the defendant, has been affirmed by the Fourth Appellate Division. That tribunal holds, in an opinion by Justice Spring, that the sale to Hamilton, even if in hostility to his duties as assignee, was voidable only, not void, though fraud need not be shown in order to impeach it. The ten years' statute of limitations was held to be applicable to such an action, and where no actual fraud was shown, the court held that it began to run from the day of the sale. The plaintiffs, the Court said, "were parties defendant in the foreclosure suit; they lived near the mill property, and must have known of the purchase made by the defendant and of the extensive improvements he was making. They knew he was principally interested in the assigned estate, and yet it was not until unexpected value was imparted to the property by the acquisition by the City of Rochester of certain water rights that they made any claim that the defendant was holding as assignee. After this long acquiescence, and after this apparent assent of defendant's purchase, and after their failure to interfere until he had expended a large sum in improving the property, and when the wheel of fortune gave this new unforeseen value to it, they might well be said to have allowed their rights to become too dormant to be aroused."

MUTUAL BENEFIT CERTIFICATE.—Mary B. Kimball, the wife of Conda R. Kimball, who was a member of the Supreme Lodge, Knights of Honor, a mutual benefit association, assigned her interest in the insurance money to be paid to her under a benefit certificate issued on the life of her husband, in which she was named as the beneficiary, to Garra D. Lester to the extent of a judgment which was a subsisting obligation against her husband, upon the condition that Lester pay such judgment within the specified time. The husband, at the same time, executed an assignment of the certificate to the same person, in which he consented to the assignment by his wife and conceded his liability upon the judgment. On the trial of Mrs. Kimball's suit in the Supreme Court in Erie County against Lester, interpleaded with the lodge, she was awarded a judgment adjuding that she was entitled to recover $1,990, the avails of the certificate, which the lodge had paid into court. The Fourth Appellate Division has directed a reversal, holding, by Justice Spring, that the validity of such assignment could not be questioned by the parties to it, and the wife could not, upon the death of her husband, and after the judgment had been paid by the assignee, rescind the agreement without restoring the money which he, upon the faith of it, had actually paid for the benefit of the insured. A provision of the constitution of the association that no assignment of the certificate should be valid unless the certificate was